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THE MOTOR CYCLE

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THURSDAY

4 December 1958

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GEORGE WILSON

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Down-to-earth Laika is Dusko, 2½-year-old Alsatian of Harehills, Leeds, who has covered over 15,000 miles with his owner, David Hazelwood. Helmet and goggles are fitted for every ride

First Motorway

DURING this week copies of the *Motorway Code* are being distributed in Lancashire in readiness for the official opening of the Preston Motorway tomorrow. The ceremony is rightly regarded as significant as it introduces Britain's first highway built solely for modern high-speed vehicles. Although all the rules will not necessarily apply to the Preston stretch, which will be used for gaining experience, motorways are planned as restricted roads from which slow-moving vehicles are excluded. No one will quarrel, therefore, with the fact that they are not open, for example, to cycles and mopeds or to learner drivers.

As few riders and drivers in Britain have had any experience on similar high-speed roads such as those in Germany and Belgium, it is certain that the great majority have a lot to learn on braking distances from high speed and, especially, on lane discipline. The *Motorway Code* attempts to deal with these and other problems and is commended to all *before* they use the new Preston road. It is hoped, too, that the written word will be supported by on-the-spot guidance from police courtesy patrols, preferably motor-cycle mounted. Motorways can provide much faster and much safer travel than is usual on orthodox roads, but only if drivers are skilful enough to handle their vehicles at high speeds.

Buying Wisely

THIS is the time of year when enthusiasts everywhere are looking to their winter wardrobes. Coats, helmets, gloves, overboots—all are coming under close scrutiny. Hence it is time to stress again what has been mentioned on many occasions in these pages: the purchase of any item of riding gear should not be undertaken lightly. Forethought and careful consideration of each item are essential if regrets are to be avoided. Good fit and good quality—these are the essentials to have in mind: good fit because only when there is complete freedom from restriction is there warmth and comfort; and good quality to ensure reasonable longevity.

Disappointment can arise in several directions. The purchase of a two-piece suit may be made only for the rider to realize subsequently that a coat and over-boots would have served his particular purpose better (or, of course, vice versa); gloves or mitts are often bought—yes, after careful fitting—and later found to be too tight when in use on long runs or when worn over silk "inners"; overboots or waders that are a close fit over one pair of shoes may be far too tight when worn with another pair. Money hard earned must always be money well spent and the aim should be the maximum usefulness from every single item.

If you were in North Wales last summer you will remember the queues waiting to cross Telford's Bridge (built in 1826) at Conway. Next summer the queues will probably be no more. Shown above is the new Conway Bridge, built at a cost of £500,000 and due to be opened on Saturday week

Occasional Comments

By "IXION"

Our Braking Problem

NOT long ago a reader made an energetic attack on modern motor-cycle brakes, mainly on the ground that some of them are too readily and seriously affected by water. But he is in error if he imagines that designers regard our brakes as perfect. Mechanical design is under continuous study by our technicians. The materials are annually bettered at their factories of origin. There is a very simple reason for such concentration. No vehicle on earth presents so acute a braking problem as a solo motor cycle. Why? Because, as Tony Wilson-Jones pointed out in his chairman's address to the Institution of Mechanical Engineers, wheel loads alter very considerably under braking influence and also when a pillion passenger and/or luggage is carried. He continued: "Thus a solo rider braking to the limit on a good, dry road might be required to put 70 per cent of his braking effort on the front wheel whereas, with a pillion passenger and luggage, braking to the limit on a slippery, city street might permit only 30 per cent of a much smaller total braking effort to be applied to the front wheel without locking it, and unfortunately a motor cycle with a locked front wheel can neither be steered nor will it remain upright." It was the wide variation in wheel loading, he said, that had prevented the general adoption of coupled brakes on motor cycles—one simply could not determine a suitable coupling ratio and therefore it was left to the rider's skill, a quality he might not always possess. His conclusion (as mentioned in our issue for October 9) was that ultimately motor-cycle brakes will be coupled (with hydraulic operation) and provided with anti-locking devices on both wheels to eliminate skidding.

Mopeds and Motorways

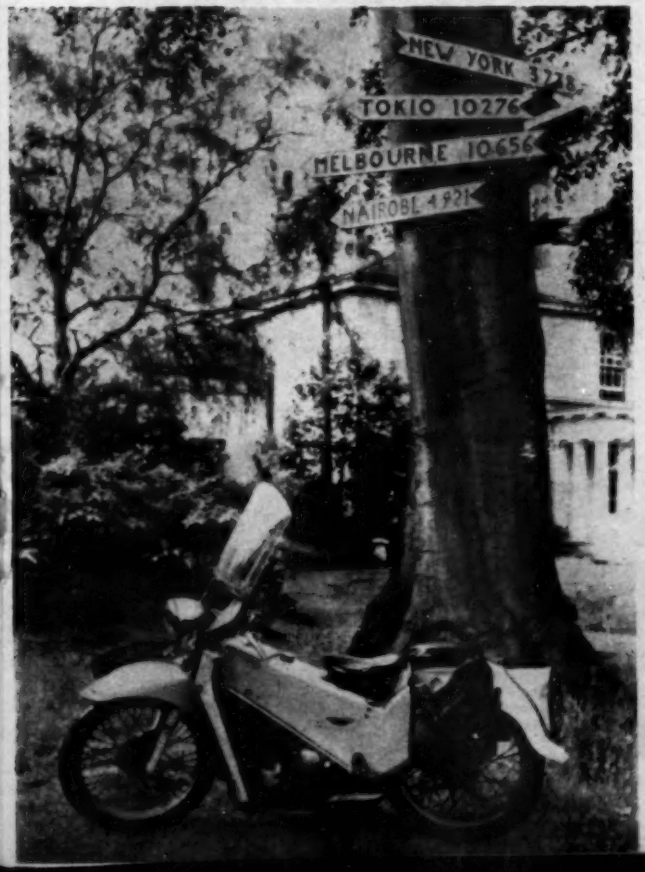
I AM becoming quite a fan of the present Minister of Transport. He must, of course, be considerably hampered by the (probably wise) restrictions imposed by the Cabinet and hogtied in many ways by public opinion. He must be tough, or he would long since have suffered a nervous breakdown due to insomnia from the inescapable problems which beset him on every side. But he never rushes in where fools might fear to tread. If possible, he delays a decision until all necessary evidence has been collated. Where urgency is present, he sees that speed is the motto of the day. One of

his recent problems was thorny, though scarcely a full-size prickly hedge. Certain moped owners suddenly became rather anxious about their fate in the coming motorway era. He gently made it clear that the term moped is still rather loosely applied. Obviously, the tinier mopeds would not relish the close company of 30ft diesels or of American cars as long as Southend pier and with horns that make the *Queen Mary's* hooter sound like a terrier on the yelp. So he assured them that all the old roads would be put in lovely order, and largely boycotted by the fast and heavy stuff, when they would provide a moped's paradise. (Poor chap, later on he'll have to deal with a similar questionnaire from the scooter crowd. Now, as we all know, a scooter is even less well defined than a moped. A major scooter may weigh 3cwt, cost well over £200 and boast of 250 c.c. A minor scooter can easily be mistaken for rather a cocky moped. On what principle can our stalwart Minister possibly differentiate between major and minor scooters?)

Destiny of the Railways

ON several occasions I have got myself into rather hot water in our columns. The temperature rose highest some 15 years ago when I mooted a mild prophecy that the majority of our railways might ultimately be turned into motorways. Recently Brig. T. L. Lloyd, C.B.E., D.S.O., M.C., got himself into absolutely boiling water in the TV series called Lion's Den. In the Hunslet Engine Works (of all places!) he had the nerve to preach that our trunk railways ought to be converted into trunk autoways. We all know what happens if we give little Tommy a clockwork train at Christmas—his father does all the playing with it for the first month. There is something very fascinating about railways, even toy ones, and if in addition you earn your living on a real railway you are probably prepared to die in its defence. So a number of passionate railway enthusiasts were massed to stifle Brig. Lloyd. But the gallant soldier had been excellently briefed by the Roads Research experts. Fantastic as his scheme may sound on first acquaintance, he made it seem genuinely plausible. I have yet to hear a financial expert compare the capital cost of converting the railways and alternatively of constructing a similar mileage of new trunk autoways. Both would be fiendishly expensive. The question will perhaps turn on whether there is a chasm between their respective costs.

This exciting signpost is not in the Florida Everglades but at the White Elephant, near Snaith, Goole, Yorkshire. The New York route, you will notice, is shortest, and exactly a week after this picture was taken the enthusiast who clicked the shutter took it—and flew into the U.S.



Easy Hire Purchase

A WORD of caution to those eager-beavers who are simultaneously considering buying a house, a motor cycle, a fridge, a television set and an electric washer on the instalment plan. You remember the super recession which hit the U.S.A. between the wars? Do you remember its universal breadlines and how the cause was diagnosed when at long last statesmen got that great nation on its financial feet again? They blamed it on too much instalment buying. If trade suddenly falls off in a country, individual incomes droop, economies have to be made. Most of us have enough sense to be aware exactly how much of our income we can afford to tie up in weekly or monthly payments for articles which are actually dispensable. When down payments shrink or cease, the menace for thoughtless folk becomes far more serious because the temptation to buy a dozen costly articles which one cannot really afford is immensely more potent than when a substantial deposit is required.

New Light on Skidding

THE Roads Research people have just published an interesting pamphlet on skiddy surfaces. In that sphere we all have our pet bogies. Most of us place a patch of oil first. Next in menace comes perhaps wet wood blocks interspersed with tramlines, then that particular sort of smooth asphalt which was so common as recently as ten years ago and persists in some areas. The Road Research folk have discovered with alarm that the constant passage of heavy traffic tends to polish many types of road stone and hence convert an initially good non-skid surface into a slippery one. This discovery drove them to renewed study of bituminous surfaces which seem to be similarly sensitive to much polishing by tyres. Looks as if the solution might be corrugated concrete?

Twistgrip Controls

I READ with special interest Jim Sheldon's mention of twistgrip controls of November 13. Memory is always rather a treacherous jade but my recollections seem to differ from his. The first twistgrip controls which I encountered were, I think, French. They operated no twisted-wire cables but merely formed the operative members of handlebar switches, and were detachable. After that there is a slight gap in my memory, until I bought an early Ormonde (1903?), which I seem to remember had a twistgrip operating the throttle as its primary action but if it were fully turned the other way, I think it also operated the exhaust-valve lifter. To sum up, my basic questions are: who first applied the twistgrip to control anything except the ignition switch? What was the date? Was he an Englishman? (The detachable grip formed quite a useful switch control as, on quitting the model, one could immobilize it by unscrewing and pocketing the grip. Mine were not too well made and occasionally gave internal trouble.)

TAUT AND ATTRACTIVE, UNIT-CONSTRUCTION NEWCOMER FROM SMALL HEATH

249 c.c. B.S.A.

By BOB CURRIE

INTRODUCED on September 4 and fully described in *The Motor Cycle* for that date, the 249 c.c. B.S.A. C15 Star worthily upholds the traditions of a factory which for many years has included at least one light and handy two-fifty in its comprehensive range. An overhead-valve single, as was its predecessor, the C12, the new B.S.A. has the tidy, one-piece appearance that results from combining engine and four-speed gear box in a unit embodying stylish side covers. It is smart and compact, and—to quote a C12 owner who stopped to admire—"looks as uncomplicated at a Bantam."

Uncomplicated the little Star certainly is, for the contact-breaker assembly, to the rear of the cylinder, is instantly accessible and adjustment of the valve clearances can be carried out readily after removing the large screw caps in the rocker-box cover. It is a workaday mount with no unnecessary frills; a sensible design intended to provide motor cycling with a minimum of trouble. The C12 owner I mentioned was quick to spot the knurled cable adjusters on the handlebar levers. Another point which pleased him was the convenient placing of the filter-and-drain connection in the oil-tank base, a position making for ease of oil changing.

For my part, had I to single out just one feature for particular praise, I would point to the deep-section mudguards supported cantilever-style at the rear and with no forward stay to the front guard. Why? Because although the rain in Spain falls (so we are told) mainly in the plain, in Britain it is less selective and falls everywhere, all the time, or so it seemed while the machine was in my hands. Over in the farming districts of Herefordshire, thick red mud lay on even the major roads but, thanks to the efficient mudguarding, very little of it was transferred either to the rider or machine. The frequent downpours also tested in full measure the efficiency of the brakes under wet conditions. Even in the heaviest shower they retained their full power, bringing the C15 to a smooth and rapid halt. For the record, 6in-diameter drums are employed on both wheels and the cast-iron hubs, like those of the bigger B.S.A.s, are of full-width pattern. The brake and cover plates have polished rims and the 17in-diameter wheels have straight-pull spokes for extra sturdiness.

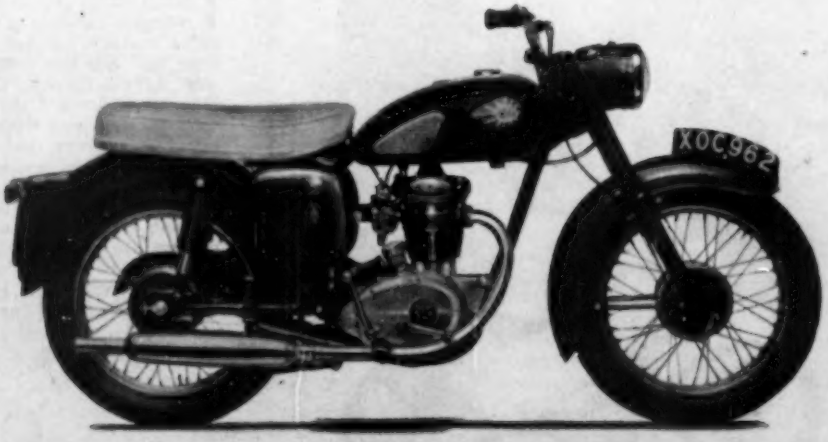
But let's study the C15 from the point of view of a prospective customer sitting astride it for the first time. There is nothing cramped in the riding position, for it is a man-size machine notwithstanding its small bulk. The gear and brake pedals are positioned nicely underfoot. The 30in seat height enables both feet to be placed firmly on the ground, a factor which gives confidence even to a newcomer. The raised handlebar has welded-on control-lever mountings and is adjustable to some extent by rotation in its clamps; thus the lever angle depends on the setting of the bar. Even so, it was not difficult to find a position where the grips were convenient to the hands and the levers within reasonable reach. Held to the left side of the bar by two screws, the dip switch could be better placed, as operation with a gloved thumb proved somewhat awkward.

A potential drawback to the adoption of a compact engine-gear unit is limitation of the distance between the kick-starter and the right footrest. On the C15 the kick-starter shaft is co-axial with the gear-box layshaft, the shank is short and the pedal is of folding type. While a prod of the starter would spin the engine readily enough, at the bottom of the swing the rider's instep was apt to make contact with the footrest.

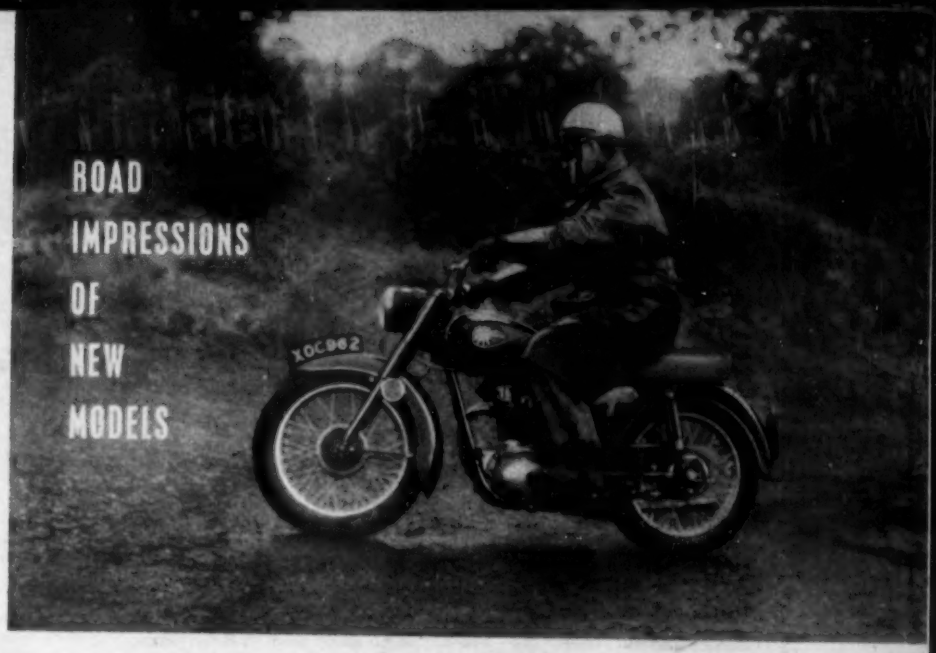
Coil ignition is specified with the rotary ignition switch, which has an emergency start position, set into the forward face of the panel bridging the oil tank and battery and tool compartment; no key is required. With the carburettor just flooded and the switch in the normal running position, a smart depression of the kick-starter usually set the engine going at the first or second attempt. When starting from cold, some piston slap was audible but the noise diminished very quickly and had vanished within a quarter of a mile. From then onward, mechanical noise was commendably low. The emergency circuit was sufficiently effective for the engine to be started readily without recourse to the battery, but the idling was less even than when the normal circuit was employed.

With a snappy engine and a weight of only 280 lb, the C15 has an eagerness on the roads which is most endearing. Much of its life will inevitably be spent in crowded city streets, but it is a model with trafficability—a responsive power unit, a most useful second-gear ratio and the steering of a thoroughbred. Given a gap in the stream of cars and buses, the B.S.A. can be through and

Below: Battery, tool kit and air filter are grouped in a mid-section compartment which matches the oil tank. Right: The C15 Star has cobby lines and an unobtrusive snappy performance



C15 Star



away in no time. And even under full-throttle conditions the silencer speaks very softly, while at idling speeds it is all but inaudible.

Since the clutch has bonded Neolangite friction surfaces it was found advisable to pull back the clutch lever and prod the starter once or twice to free the plates before making the first engine start of the day; otherwise bottom gear engaged with a loud click but at all other times engagement was silent. The unfamiliar (for a four-stroke B.S.A.) up-for-up, down-for-down change was a delight with short lever travel and smooth, positive gear engagement every time. One further little pat on the back: neutral was no trouble at all to find, both from bottom gear and from second.

Night-time running proved that the lighting was well above average for a two-fifty. The sharp white beam enabled the rider to tackle country lanes at 40 m.p.h., while on main roads almost the full performance of the machine could be employed. The speedometer is set somewhat flatly into the top face of the headlamp shell. In consequence, reading of the figures—particularly those of the mileage recorder—was a little difficult without leaning forward. Moreover, the rim-lighting of the dial at its front edge was visible from the saddle. The mounting could with advantage be tilted rearward a little.

Given clear roads, the model could be wafted along with the rider sitting up at a steady 60 m.p.h. speedometer reading, but on a long run the engine felt happiest with the needle pointing to a sustained 55 m.p.h.; very little vibration was transmitted to the rider. Notwithstanding a stiff headwind on the open, switchback crossing of Penistone Moor it was still possible to maintain a 50 m.p.h. reading. That a non-stop run of 200 miles was completed without discomfort is a point in favour of the suspension characteristics. With a pillion passenger added the machine was ridden over a bumpy track without the springs bottoming either at front or rear. The passenger praised the comfort and roominess of the rear part of the dual-seat and confirmed that the pillion footrests are well placed.

Handling was exemplary. Whether on the muddy roads of the West Midlands or over the rain-slicked tramway junctions of Sheffield, it gave not a moment's anxiety. Nor did a gallop around the Malverns discover any surfaced hills that the little model could not laugh off in second, third or even top gear. In a sadistic frame of mind I allowed the B.S.A. to slog in top all the way up the long 1 in 9 slope from Great Malvern to the crest of the range at Wyche Cutting; and though the going was slower than might have been the case had I dropped into third, there was no audible protest from the engine. When a passenger was carried, naturally there was need for more frequent recourse to the indirect gear ratios. Nevertheless, the performance indicated that the Star is a thoroughly practicable mount for two-up touring.

What else is there to say? As for fuel consumption, although no fixed-speed tests were made with exact quantities of petrol in a special tank, over several hundreds of miles of give-and-take going—much of it in cross-city traffic—the machine's tank was topped-up with one gallon every 100 miles or thereabouts. On a longer run at sustained high speeds, a figure of 84 m.p.g. was returned. So there we are—as bright and chirpy a two-fifty as one could wish for, easy to handle, easy to maintain and a real good looker. May the 249 c.c. C15 Star long continue to shine in the B.S.A. galaxy.

SPECIFICATION

ENGINE: B.S.A. 249 c.c. (67×70mm) overhead-valve single-cylinder; light-alloy cylinder head; crankshaft supported in ball and copper-lead bearings; copper-lead big-end bearing. Compression ratio, 7.25 to 1.

CARBURETTOR: Amal Monobloc type 375/74 with large pancake air filter.

TRANSMISSION: Four-speed gear box in unit with engine and driven by ⅜in-pitch duplex chain through multi-plate clutch incorporating rubber-vane shock absorber. Gear ratios: top, 5.98 to 1; third, 7.65 to 1; second, 10.54 to 1; bottom, 15.96 to 1. Final drive by ½×0.335in chain.

BRAKES: 6in diameter front and rear.

SUSPENSION: Telescopic front fork with two-way hydraulic damping. Pivoted rear fork controlled by Girling spring units incorporating hydraulic damping.

WHEELS and TYRES: 17in-diameter wheels with full-width cast-iron hubs and straight spokes. Dunlop 3.25in-section tyres, ribbed front, Universal rear.

ELECTRICAL EQUIPMENT: Lucas RM13 A.C. generator with emergency-start switching. Coil ignition. Lucas 6in-diameter headlamp with two-filament main bulb and pilot bulb; stop-and-tail lamp. Lucas 6-volt 12-ampere-hour battery.

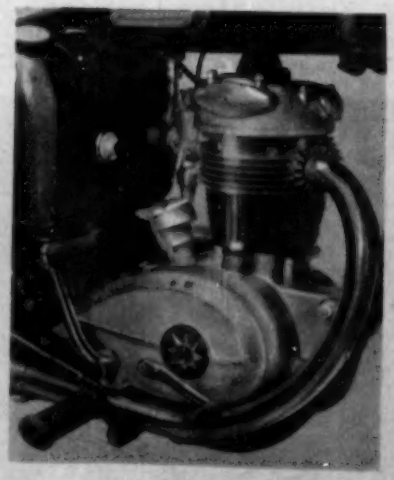
FUEL CAPACITY: 2½ gallons.

OIL CAPACITY: 4 pints.

DIMENSIONS: Wheelbase, 51½in; ground clearance, 5in; seat height, 30in; dry weight, 280 lb.

PRICE: £172 including British purchase tax.

MANUFACTURERS: B.S.A. Motor Cycles, Ltd., Armoury Road, Small Heath, Birmingham 11.



Unit construction of engine and gear box results in a pleasing appearance. The cylinder head is made of light alloy and the contact breaker and auto-advance unit is situated behind the cylinder

COMPETITION COMMENTARY

By RALPH VENABLES

Reach For the Stars

"League" Positions Virtually Decided: Rally Star: Factory Teams for Forthcoming Trials

IT is now virtually impossible for Gordon Jackson (solo) and Frank Darrieulat (sidecar) to be beaten in the A.C.U. Trials Drivers' Star contests. With only the Manville and the Hoad Trophies trials still to be run, Jackson enjoys an eight-point lead over Sammy Miller (with Roy Peplow just one point behind Miller, and John Brittain one down on Peplow). In the sidecar class, Darrieulat has a similar lead over Arthur Pulman—with Bob Williams a rather remote third. Nothing but two wins by Miller and Pulman—coupled with two "pointless" performances by Jackson and Darrieulat—can loosen the grip of the leaders. So let me be the first to congratulate Gordon and Frank (not forgetting Frank's passenger Bill Warner) on a year's consistently brilliant riding.

EARLY in the autumn I suggested the introduction of a Rally Drivers' Star in the hope that the A.C.U. might introduce some sort of annual contest similar to those for the trials, scrambles and road racing stars. Now Robin Strain writes from Helensburgh to say that next year will see the introduction of a Rally Championship in Scotland. A cup has been put up for competition by the five clubs most interested in the scheme—Ayr, Glasgow, Kinross, Loch Lomond and Stevenson. If Scotland can do it, why not England? Strain, incidentally, is planning to compete in the 1959 "Exeter," "Land's End" and Sunbeam "200" trials, having read so much about them in these pages.

SINCE the British Experts' Trial has been so thoroughly reported in this issue, I will devote no space here to this extraordinarily interesting event. But I would say this. Disregarding the "British Experts" and Trials Drivers' Star results, I feel that Sammy Miller and Roy Peplow have been the most outstanding mud-pluggers of the year. That their riding styles are quite literally awful proves only that skill and style are not so closely related as some folk would have us believe. I suppose Hugh Viney could lay claim to being as stylish a rider as ever climbed a rock step—the classic Viney plonk tactics served further to emphasize his faultless style.

WHAT of next year's trials teams? The situation would appear to shape like this: A.J.S.—not definitely decided, but some new talent may be given a whirl (particularly if Bob Manns carries out his threat to retire). Ariel—no change (which means Sammy Miller, Ron Langston and Gordon Blakeway). B.S.A.—no change, except that Brian Martin will ride the new two-fifty and be supported by Jeff Smith, John Draper and Arthur Lampkin. Dot—Eric Adcock will be retained as the team spearhead, with additional members selected occasionally from Doug Chadwick, Alan Clough, Malcolm Body and Harry Rayner. Francis-Barnett—Arthur Shutt remains, supported by one-time Norman teamster Jack Rees, and Ernie Smith will "fill in" until John Lee has recovered from a leg injury. Greeves—Bryan Povey and Jack Simpson will carry on, with ex-James star John Houghton added to the strength. James—Bill Martin will lead the attack, supported by Garth Wheldon and John Harris. Royal Enfield—no change (the Brittain brothers and Peter Stirland). Triumph—no change (John Giles, Roy Peplow and Artie Ratcliffe). So it will be in the two-stroke teams that all the new names occur, though I suspect that Roger Kearsey will be making his appearance as a factory-supported rider ere long.

THERE has been much talk recently concerning new stars in the trials sphere, but what of the old ones? Last Sunday the Peveril (Isle of Man) Club staged a trial at Santon, for riders over 40—with machines provided by the organizers. Three weeks ago the Dublin Club held its Old and Young Trial (an event which, for a 1s entry fee, provides enthusiasts in their first and second childhoods with an annual gallop). The Ilkley Club has already organized nine successful Reunion Trials confined to riders who first competed at least 21 years ago, and I understand that next September the Sunbeam Club is to introduce a similar sort of frolic under the intriguing title of the Greybeards' Trial (to be open only to pre-war riders). I am all in favour. I do hope that the Birmingham Club will revive its Old-timers' Trial in Shropshire on the day after the "Victory."

A FEW weeks ago I mentioned three South-Eastern scrambles to be held on three successive days in December (Witley on the 26th, Sidcup on the 27th, Double-Five on the 28th). Boxing Day will see another scramble at Oulton Park organized by the Chester Club, and on the following day there will be the Paybody Scramble at Exhall, near Coventry, promoted by the Antelope Club. Five big meetings in three days—with prize money totalling nearly £260; no longer can scramblers be said to hibernate from October to March—they can't afford to!

Swift mobile: inter-police moto-cross champion of France for the second successive year is Marcel Batisse (Matchless). On his immediate right is M. Jaubert, Principal Commissary, Chief of the Motor Cycling Company of the Prefecture of Paris Police

TRIALS SIDECARRIST *BILL SLOCOMBE* AND ROAD-RACING TUNER *ALLEN DUDLEY-WARD* JOIN FORCES TO PRODUCE AN UNUSUAL HYBRID

Combined Operation

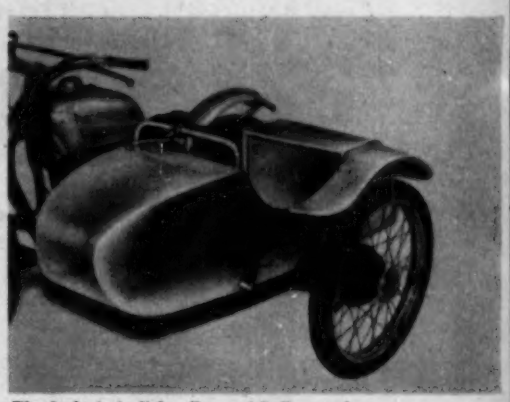
LAST week famous racing tuner and specials builder Allen Dudley-Ward parted the curtains to reveal his latest touch of wizardry with the welding torch. He has built an outfit for Mitcham Vase Trial sidecar-award winner Bill Slocombe—but no ordinary outfit. The chassis tubes are welded directly to the machine frame so that there are no clamps to creep and permit the alignment to alter between hill and hill or trial and trial; and although there has been no opportunity so far to put the outfit on the scales, the weight-saving is probably in the region of 50 lb. (A set of orthodox clamps alone weighs approximately 23 lb.)

The machine is a B.S.A. Gold Star, which Dudley-Ward has built from parts, fitted with that massive Reynolds-Earles pivoted fork favoured for trials by Bill Slocombe and Frank Darrieulat. Before the machine is given its first airing, probably in the Manville Cup Trial on Saturday, the fork will have been modified to bring the pivot down below the horizontal plane of the wheel spindle and so provide improved angularity on impact.

Roughly triangular in plan the chassis is utterly simple. The main transverse member—a 1½in diameter, 10-gauge, solid-drawn mild-steel tube—is welded at right angles to gusset plates in the lower angle formed by the main and sub-frame tubes of the B.S.A. Close up to the gussets, the tube is offset to bring it lower and also to give the sidecar wheel the necessary lead—10in, no less. Toe-in, by the way, is 2in.

To brace the main tube from above is a 1½in-diameter, 14-gauge tube welded in the angle formed by the top joint between the main frame and sub-frame tubes. Lying substantially under the main tube and welded to it is a second 1½in tube which, at its other end, is welded to the frame cradle below the gear box. Completing the chassis proper are a 1½in tube running horizontally backward and outward from the left-hand front down tube to the outer end of the main member, and a 1in-diameter forward brace tube. Short lengths of tube, braced as required, trapped and drilled at their outer ends, and welded to the chassis tubes, provide a simple three-point mounting for the body frame.

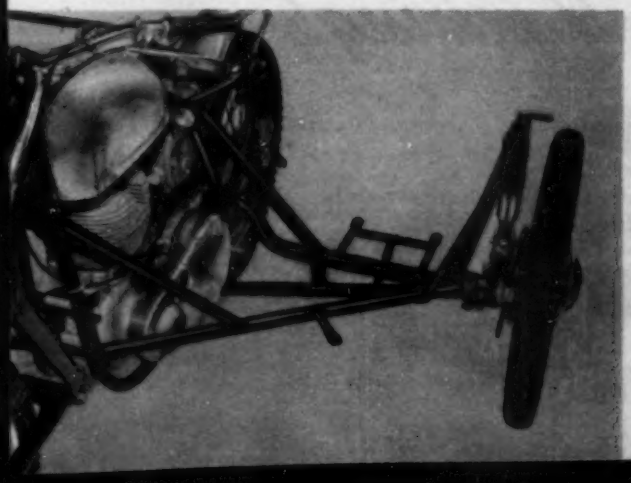
The wheel is carried on a trailing arm—in fact on a malleable cast-iron wheel arm from a Watsonian VG21 chassis turned backward so that it lies approximately 15 degrees below the horizontal. Wheel movement is controlled by means of a three-position Girling spring-and-hydraulic unit, anchored at its base between twin duralumin strips bolted to the rear end of the pivoted arm and at the top to an upwardly projecting tube welded to the transverse tube. Four sets of holes, close-spaced, are provided in the duralumin plates to give alternative mountings for the suspension unit so that the attitude of the outfit may be altered within narrow limits. Further variation is, of course, obtainable from the cam adjustment on the leg proper. Tyre size is 2.75 × 21in *and the tread is of ribbed pattern*! The idea behind that one, says Bill, is that the tread quickly fills with mud, and then the sidecar wheel provides the minimum resistance to navigation.



The body is in light alloy and built round a tubular centre section

Manufactured by the Robert Peel sheet-metal works of Kingston-upon-Thames, the very smart body is built round a tubular-steel centre section. The 18-gauge light-alloy sheet used for the panelling is sufficiently robust to require no further bracing fore or aft.

Bill Slocombe has two outfits. By the time you read these words, work on the conversion of the second one into an integral affair will be well under way.



Roughly triangular in plan the chassis is both simple and robust. Note the three-point mounting for the body floor—and the use of a ribbed-pattern sidecar tyre

FOR MOPEDS

FOR SCOOTERS

FOR MOTORCYCLES

Don't take chances - ask for

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WAKEFIELD Castrol MOTOR OIL

During the Feast of Epiphany in Italy the custom is to present gifts to traffic control policemen. Here, three members of the Lambretta Club of Milan, dressed as the Three Wise Men, add a TV175 scooter to the already large pile of gifts for a local favourite

Letters to the Editor

Diesel Smoke Nuisance

It Can Be Done by a Driver or Fitter

HAVING read every letter you have published on diesel smoke emitted from lorries with interest and sometimes amusement, I feel that I must reply to Alister A. MacAlister (November 13). I also am a diesel fitter and I think Mr. MacAlister certainly lacks experience in the trade and has not worked on a variety of vehicles; otherwise he would know that on quite a few engines it is possible for the driver or a fitter to supply excess fuel without opening governors or recalibrating the pump. It can be done in a matter of minutes but I don't think it wise to enlighten him in print as it might result in more smoky vehicles.

I am in full agreement with him on engine condition being largely to blame for the smoke but the trial-and-error method of timing is not to be recommended as against "spill timing."

Leeds. "B.S.A. S.S."

Faithful Competition Mount

Sporting Enthusiast's Sole Means of Transport

MAY I say a few words on the subject of transfers on safety helmets? I am proud of the fact that I ride a Dot and prefer to advertise the fact that way than have it plastered across my back in six-inch letters.

I would also like metaphorically to cross swords with "Ivor Macvelo" (November 6) who implies that trials machines for uses other than mud bashing are useless pieces of short-lived machinery. When stationed slightly nearer home than at present, my useless bogwheel is my sole form of transport. It takes me home at weekends, is usually ridden in a trial or scramble, then carries me back to camp. In fact, it probably does as much roadwork as his machine.

Though, perforce, I have missed Earls Court this year I shall return home completely up to date as far as the motor-cycle world is concerned, thanks to your splendid coverage.

R.A.F., Christmas Island. "REDUNDANT BOGWHEELER"

Elbow Trouble

No Ill Effect from Vibration Over the Years

REFERRING to the letter from Frank Shaw in your issue for November 20, perhaps I may be able to assure him that he has no grounds for worry. My early experience with motor cycles goes back to the days of belt drive, when such things as telescopic forks and rear springing were still to become dreams and kick-starters were unheard of. One had to be fairly fit to run and start some of the machines of that day, when bumping and vibration were the expected rule and not the exception.

My last belt-driven machine was a Zenith Gradua but alas in 1926 it finally disintegrated and had to be sold as scrap. At that time it was essential that I travelled from Portsmouth to London each weekend. A shipmate had one of the round-tank two-fifty B.S.A.s. It had no pillion seat or footrests but a sailor's suit rolled up and placed on the metal carrier formed a seat. Believe me, there was plenty of vibration and if, as Mr. Shaw thinks, vibration is the cause of arthritis, then my stern end should by now (at the age of 59) be very uncomfortable. So I doubt if vibration is responsible for his painful malady.

Occasionally I do have pains in one leg but the cause, no doubt, is senile decay, certainly not motor cycling. My son is taking delivery of a new 5TA shortly so I shall again be on the road, and with my wife on the back end. My son and I have always had the use of the other's machine; it is a good idea.

Mr. Shaw's health is more likely to improve with motor cycling, so my advice is to forget the arthritis and put more miles under him. W. S. STONEHAM

Surbiton, Surrey.

How a Fellow Sufferer Has Cured the Malady

LIKE your correspondent Frank Shaw, I had the same arthritic condition (including the shaving twinge) in the elbows, mostly the right one, and it appeared to be somewhat like tennis elbow. As I was often doing a 200-mile journey I found it was due to the unconscious tensioning of the grip at times over bumps and also in operation of the controls, especially the twistgrip. Although my throttle was easy, I found it helpful to have a large sponge-rubber grip to increase the leverage.

However, the trouble did not clear until I changed to a Messerschmitt. These little three-wheelers seem to steer themselves and, as there are no controls on the handlebar, one can be quite relaxed. "KONVERTIBLE KABINROLLER"

London, E.11.

"I passed the test all right, dear . . . and the examiner liked the machine so much, I sold it to him"

Insurance Premiums

Really Cheap Cover Could Prove Very Costly

BEING a regular reader of *The Motor Cycle*, I would like to comment on recent letters regarding insurance premiums. Out of all the reading that this subject has given us only "Ixion" seems to view it in its true light. My insurance cover is by one of the tariff offices, which I think come as expensive as any, but I do not begrudge a penny of it knowing the risk that is taken.

There are possibly a lot of motor cyclists who grumble at the rates charged for the various types of cover. If such people cannot bear to pay so much money, why don't they take out an "act liability" policy? It is very cheap and covers the law's requirements. If they do, they will find that they are covered only as regards injury to a third party. In that case, having to pay for the repairs to one's own machine and possibly someone else's as well after an accident can be very expensive.

To "Baffled" (October 23) I would say that the extra premium charged for his extra driver is quite reasonable. I'll bet that if he had the chance to buy Blackpool Tower for a fiver he'd want the Golden Mile thrown in.

How many of the grumblers, I wonder, smoke? Quite a few, no doubt, but do they grumble at, say, 2s a day spent on cigarettes? At that price they pay more over a year for that type of enjoyment than they do for insurance which permits them to get motor-cycling enjoyment without financial worry.

MYLES STONE FOLLOWS UP

OUR NONSENSE CONTRIBUTOR WADES IN LATE WITH HIS SHOW BREVITIES

Fred Blumpseed of Moreton in the Marsh, Worcs, said the Show was excellent as far as the machinery was concerned but lacking in livestock. Further questioning revealed that Mr. Blumpseed had caught the wrong train at Malvern and thought he was at the Royal Aberdeen Cattle Show.

Biggest talking point at Earls Court was the Prangworthy Stand which exhibited no motor cycles and had no catalogues. "By showing an empty stand," said a spokesman, "we hope to arouse customers' curiosity and interest more than if we had our usual display."

Statistics published at Earls Court show there is a greater risk of injury to those riders who fall off their machines than to those who do not. "This is significant," said a member of Lesser Letchworth Road-safety Committee.

A novelty of special appeal to transdesert riders was in an accessory display. It is dehycarboned petrol packed in small aluminium cartons. One packet mixed with 1½ gallons of distilled water produces just under half a gallon of petrol.

Legal proceedings are to be taken against the Manufacturers' Association by Samuel Gaggle of Lower Edmonton, London. Mr. Gaggle queued up for ten days at Earls Court last year before he was told there was no Show. This year he failed to queue for ten days before he was told there had been a Show.

A new material of particular interest to sidecar enthusiasts attracted considerable attention on the Inland Revenue Stand. The material closely resembles sheet plastic and it can be sawn, drilled, joined and carved. The name given to the material is wood.

Do-it-yourself motor cycles were a feature of the Dedloss exhibit. The parts, which are delivered with easy-to-follow instructions and diagrams, can be assembled on the kitchen table with a screwdriver and a tin-opener. A big saving in purchase tax is made and the machine can be finished in two evenings.

Chromium plate ready rusted and pitted by the manufacturers is likely to be an optional extra on most machines by next spring.

A brown bowler hat containing three goldfish was damaged by fire on the Triumph Stand on Wednesday.

An A.C.U. spokesman denied rumours that a meeting between the Isle of Man Tourist Board and Tom Arnold had resulted in an agreement to run next year's Senior T.T. on ice.

This paragraph is quite true and I can prove it. The motoring correspondent of a Sunday newspaper made the astonishing discovery that many machines at Earls Court were equipped with independent suspension. What will they think of next?

Norton Motors officially denied on Thursday night that they have any intention of bolting three sleeved-down two-fifty twin engines together to make a racing six.

FOLLOW THE *leader*

250 c.c. Two Stroke Twin.

EXCEPTIONAL ROAD HOLDING QUALITIES AND PERFORMANCE.

ALL THE ADVANTAGES OF SCOOTER WEATHER PROTECTION AND CLEANLINESS.

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SHELL WIN AGAIN IN

BRITISH EXPERTS' TRIAL

BEST SIDECAR PERFORMANCE OF TRIAL

ARIEL

F. Wilkins

(Rider in official auxiliary team)

USING SHELL X-100 MOTOR OIL

Also using SUPER SHELL with I.C.A.

The 25 per cent no-claim bonus mentioned by the insurance agent in your issue for October 16 is good, but is the company behind it as good when it comes to settling claims? I'm in the same line of business as an agent and know what a lot of companies are like when it comes to a claim; for example, that young chap who wrote in your October 30 issue—I thought it was disgraceful on his insurers' part to keep him waiting some 2½ months without satisfaction. No, Sir I'll stick to my 10 per cent bonus and know that I'll get fair play with it.

Huddersfield. A. T. FISHER

British Summer Time

Abolish It Altogether, Says This Enthusiast

REGARDING the paragraph in "Nitor's" column of November 6 headed "An Extra Hour," I could not disagree with him more if I tried! I should like to see this Summer Time abolished. The Act was brought into force when electric light was an expensive luxury and when long working hours were expected of everyone except rich lie-in-beds and lay-abouts.

This extra yawn-in-spring and snore-in-autumn lark has got a bit beyond a joke. If some people want to rise earlier in summer to make the most of the wet weather, they could do so without making everyone else do so too and, at the same time, kidding themselves there is no difference!

If the days are not long enough in summer for these Herberts who can't leave well alone, they should go somewhere where they are, i.e., to the North or South Pole. J. BOYD

Chelmsford.

Couldn't Care Less

Exchange Units and Too Much Money to Blame?

WITH reference to George Brine's letter (November 20), isn't the trouble regarding motor cyclists repairing their own machines—particularly in an emergency—partly due to the fact that in many cases dealers will supply only exchange units instead of individual bits and pieces—and the present generation of riders is accepting this fact and either getting a dealer or an older pal to do the work?

When reconditioning my machine I was held up by the dealer being unable to obtain certain small bits (cost about 35s); he could get only a reconditioned unit costing between £4 and £5 on an exchange basis. I wrote direct to the manufacturer who stated that the spares should be available on general sale. The dealer took the manufacturer's letter to his factor and has since had no trouble.

Another thing: with more money available, lads just don't need to buy and rebuild old bikes and hence they are not gaining experience in that way. Moreover, from what I have seen of some of them, quite a few don't like getting their hands dirty. Hence the scooter boom—a bit of rag and polish and it *looks* all right. JOAN GRAHAM

High Wycombe, Bucks.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

Advanced Driving Tests

Riders Examined Annually by Finchley League

WITH reference to "Ixion's" paragraph (November 6) dealwith advanced tests for motor cyclists as proposed by the Institute of Advanced Motorists, may I point out that the Finchley League of Safe Drivers has had a section for motor cyclists since the League was formed in 1955 and at present has a motor-cycle membership of 68 The majority of members of the Triumph Owners M.C.C. (North London branch) who are instructors in the R.A.C.-A.C.U. training scheme also hold a Grade I pass in the League and, as proof of the high standard of training in the scheme, many ex-trainers are now also members of the League (and Grade I at that).

The advantage of the League of Safe Drivers is that one has to take an annual refresher and, if the standard of driving has deteriorated, one is demoted to Grade 2 or 3, whereas once having passed the Institute of Advanced Motorists test you have qualified and that's that. Inquiries regarding the League may be made either to me or to the organizing secretary (Municipal Offices, Finchley, London, N.3). A. E. WHATLEY

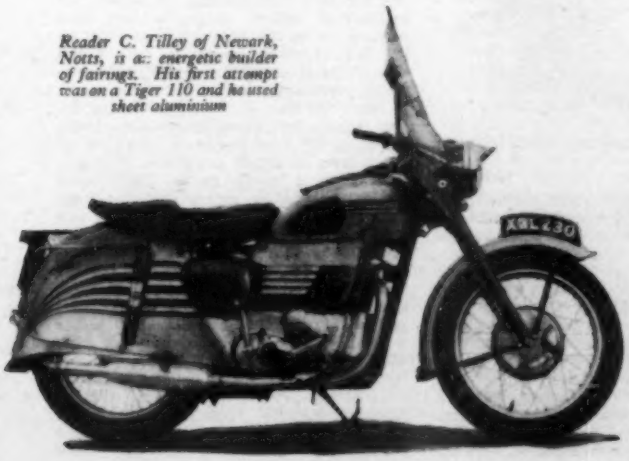
Kenton, Middlesex

The Scott Trial

Yorkshire Sections Need No Improvement

THANK you for the splendid article by Michael Brown and Gordon Horner on the Scott Trial in *The Motor Cycle* for November 13. It was realistic and well illustrated. I would like to point out that the "fortuitously placed rock" at Washfold has been in that same position for the last five years to our knowledge. The rocks around it move with the rush of water after heavy rain but that particular rock seems to have its feet firmly embedded. One of the greatest tasks of the clerks of the course is the moving of rocks to make sections rideable. Never let it be said that in Yorkshire we have to "improve" sections. Every section in the Scott Trial is part of Yorkshire pure and unadulterated. RICHARD R. FUTERS

Darlington. (Secretary of the Meeting)



Reader C. Tilley of Newark, Notts, is an energetic builder of fairings. His first attempt was on a Tiger 110 and he used sheet aluminium

Later, Mr. Tilley acquired a Thunderbird and made a "dustbin" for it. He worked with reinforced plastic and the result is seen below

An Armadrake Meteor riding coat showing the layers of material and detachable lining

Come Rain or Shine

By PETER FRASER

The Kett Slicker Suit folds up small enough to fit in a parcel locker or tool box

Practical Advice on Motor-cycle and Scooter Riding Gear : Choosing the Best for Your Needs : Wide Selection

RIDING into the teeth of a challenging easterly gale, buffeted by refreshing squalls of rain or scudding through newly fallen snow, winter mileage can be among the most enjoyable of the year. I am a glutton for punishment? Not on your life. I merely use a little forethought and so make certain I have the best gear for my sort of riding. Believe me, many years have passed since I was wet, cold or uncomfortable on any winter run.

Nowadays, the range of riding gear on the market will meet the tastes of both the die-hard and the progressive. At one time most of us were more interested in the functional than the sartorial aspect of our clothing, but today we can combine both in our choice without any great difficulty.

The additional feminine appeal of the scooter and moped has resulted in a demand for colourful clothing with attractive styling. Indeed, fashion and weather protection are combined in a way which, to the mere male at any rate, looks most pleasing.

That's all very well, you say, but what about the cost? Naturally, the quality and style of the particular article you are buying is related in some degree to what you pay for it. This does not mean, however, that because you do not pay the top price you are not getting good value. The thing to consider is your usage in relation to the clothing you have in mind When weighing up the cost I usually view it in two ways. First, as an insurance policy for comfort and good health and, secondly, as an investment over a number of years. If you divide the cost by the years of use you will find that your annual premium, as it might be termed, will be quite modest. In other words, take a long view.

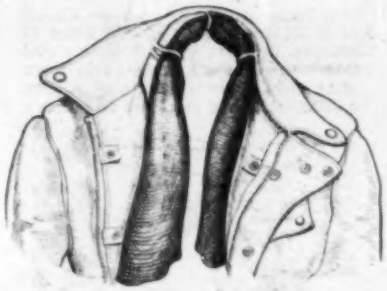
Press studs and a strap and buckle give the Barbour trouser leg a good fit

Another important point is to be sure you get a good fit. You want to be warm and dry but you want also to be comfortable. It is infuriating to have a coat or jacket which is a neat fit over a light suit but is unbearably tight when you are wearing an extra thick woollen pullover. (Which reminds me to emphasize that layers of clothing are the secret of keeping warm as the air between them acts as an insulator. Hence the need for a loose-fitting coat or jacket to allow for the undergarments.)

There are, broadly, two schools of thought on the major items of clothing—the coat-and-wader and the two-piece suit brigades. Which is best? I certainly wouldn't presume to say. For myself, I prefer a long coat and waders or overboots for shortish trips and a two-piece suit for long journeys and, of course, for rough-stuff riding. I say a long coat because, to be effective, the skirt must be full and of ample length so that it will stay wrapped round the legs when one is seated on the machine.

Three versions of this type of coat are available: the three-in-one—or, more correctly, the four-in-one—comprising an outer layer of tough gaberdine, then oilskin, then a check cotton lining and, finally, a woollen inner; double-texture twill of the type used for Army wear; and plastic or rubber. The Armadrake Meteor at £10 10s 10d, and the Belstaff Supersenia, £10 15s, are good examples of the first-mentioned type. On both of these coats the woollen lining is zip-fastened and readily detachable if necessary in hot weather. The former is in dark blue while the latter is in dark fawn. Variants at slightly lower prices are also available.

In rubber-proofed heavy black twill, the Mascot Summit coat, costing only £6 12s 6d, is smart in appearance and noted for its waterproof qualities. Twill



One way of preventing that trickle of water down your neck—the D. Lewis Tuffler

coats are also very hard wearing but as they are not usually lined they do not provide the same degree of snugness as the three-in-one.

In post-war years the number of coats in p.v.c. has increased steadily. The earlier problems associated with it have been overcome and the present-day article, in keeping with the two-piece suits of the same material, has the virtues of long life, smart appearance and easy cleaning. The Pride and Clarke 365 Stormcoat at £6 5s, unlined, provides good protection at a moderate price. And there are many others such as the Mascot Premier and the D. Lewis Husky in the £7 to £8 price range.

A good scheme, if you are going away for the weekend or you require extra warmth is to wear an ordinary walking-out raincoat or mackintosh under your riding coat. I find this a very useful way of saving luggage space on a solo and it has no ill effects on the walking-out coat.

All pukka motor-cycling coats feature

The Waddington Topper Cloche for ladies adds a touch of fashion and colour

leg straps or a row of press studs to enable the skirt to be fastened round the rider's legs and so eliminate draughts and flapping. Before buying, try the coat with the straps or studs done up to see that the skirt fits properly round the legs with your knees bent in a riding position. A common feature of the majority is deep waterproofed side pockets and a map pocket.

Two-piece suits have gained remarkable popularity in the last few years. As with coats, they are available in a variety of materials but the most widely used is p.v.c. The Bell Leathertex (£7 15s) suit is an example and, as the name implies, has the appearance of black leather. The single-breasted jacket is fastened by a zip which is protected by a flap secured with press studs. It has adjustable cuffs, is belted and has four pockets. Also popular are the two-piecers listed by Belstaff, Pride and Clarke, Slazengers and Mascot. Of course, one of the best known is the Barbour—used almost exclusively by competition riders. It is made from very tough, oil-proofed cotton material, is available in black or

Proved construction and the latest innovations are combined in the new Slazenger Cum-fort helmet

dark green, and costs £10 17s 6d. The proofing can be renovated by the rider merely by rubbing on a dressing which is available from the makers at 3s a tin. Another oil-proofed two-piece job is the Kett Blizzard. There is also the new Belstaff, the Trialmaster, at £9 19s 6d.

Most of us have experienced the unpleasant sensation of rain gradually seeping down past the collar of a coat or jacket during a long run in wet weather. An old trick, which is most effective, is to tuck a small towel round one's neck. D. Lewis market the Tuffler, a neck towel intended for this purpose and costing 4s 3d.

How often have you been riding along in a perfectly waterproof suit and gloves when you've felt drops of chill water at your wrist? On Nomad and Roadster suits and Husky coats from the same firm a plastic rib is welded to each arm to prevent the water running down the outside of the sleeve and into the glove. A useful feature on the Waddington Kopal suit (£9 9s) is the leather reinforcement on the seat and inside the legs of the trousers.

Scooter and moped riders usually want lighter equipment, especially where their machines are fitted with comprehensive weather protection. For the many women riders clothing with feminine appeal is

A sectioned view of the Lycett Lifeguard helmet showing the thickness of the polystyrene lining

very much to the fore. Ketts have introduced a ladies' scooter outfit in matching colours consisting of a safety helmet, lined two-piece p.v.c. suit and lambswool-lined mitts retailing at £9 10s complete. It comes in red, blue, green and black. Also available is the Kett Slicker lightweight p.v.c. suit in black. A blouse, which has elastic at the cuffs and waist, pulls over the head. The trousers are also supported by elastic, at the waist. A novel feature is that both fold into a small container which would fit into the tool box on the machine. The Slazenger Scootacoat, made in men's and women's styles and costing £4 9s and £4 7s respectively, has a deep, rear, inverted pleat and is made of suede-backed gaberdine. Its appearance would not betray your mode of transport if you use a scooter for business trips.

Apart from the question of protection, many riders have found in safety helmets the answer to keeping their heads dry and their ears warm. All the helmets on sale are waterproof to meet one of the requirements of the British Standard so there is no query on that score. Neither is there on the protection afforded because, again, the Standard ensures an acceptable level whatever the make—and there are many makes and models to choose from. Always try a helmet carefully for size and comfort before buying and at the same time decide which type of ear flap and neck curtain you prefer.

A debatable point is whether to have a peak or not. Personally, I prefer one because it deflects rain from the gap between the rim of the helmet and the top of the goggles and is also useful for combating dazzle. But a peak does get in the way when raising or lowering your goggles. If you are not sure, or like a peak under some conditions and not

The Mudlark heavy rubber boot is extensively reinforced

others, the best plan is to buy a helmet with a detachable peak. There are several on the market.

With an eye on women's fashions, Waddingtons are marketing the Topper Cloche. It is a cover made in suede leather, available in blue, brown, green or red, and is designed to fit over the Topper helmet. It is gay and attractive, softens the rather austere lines of the helmet for the female rider without impairing its efficiency, and costs 19s 11d.

Made by Dunlop, this overboot is zip-fastened and has toe-cap and kick-starter reinforcement

Glove manufacturers offer such big selections that it is hard to visualize a requirement that cannot be met. There are, however, a few points to consider before buying. Your hands must be comfortable and you must be able to operate the controls easily. In other words, the

These attractive ladies' mitts by Waddingtons are intended for scooter or pillion use

gloves should be large enough to allow good circulation but not so slack that surplus material gets in the way—they should fit nicely *with your hand round a handlebar grip*. In winter I prefer a mitt with only the thumb separate, or the split-mitt (two fingers in each compartment) such as those made by Slazengers at £2 7s 6d. Other people, with equally sound preference, like gloves with the fingers separated. (Although I use heavy gloves in the winter I wear light, unlined gloves when the weather is warmer.)

One of the more interesting new products is the Waddington Matador in black bullhide with a heavy woven lambswool lining. In the mouth of the gauntlet are two strips of foam rubber which can be made to grip the sleeve by means of a zip fastener in the pleated edge, thus preventing water from the sleeve getting inside. The price is £2 19s 11d. Waddingtons and Slazengers offer comprehensive ranges for motor cycling, scootering and racing and some Waddington models feature a backing of reflective fabric which glows in the headlamp beam of a

The D. Lewis Aqua-shed prevents water running down the sleeve into the glove

vehicle behind when the rider is signalling.

Footwear? Very satisfactory but not so popular these days are thigh-length waders; an excellent alternative are Gisenia combined overboots and trousers retailed by D. Lewis. They are imported from Germany and hence the price—£5 15s—is on the high side. Knee-length rubber overboots go with two-piece suits and the Dunlop—at £2 9s 6d—is a good example. It has toe, heel and kick-starter

The Matador glove has two foam-rubber strips adjustable for tightness to keep out water

reinforcement and a full-length zip fastener with a deep, water-excluding gusset.

Recently introduced by George Grose, the Mudlark boot (not an overboot) is in really tough rubber with toe and kick-starter reinforcement and a block of rubber under the instep to prevent damage by the footrest. The price is £1 19s 9d. For the competition and racing man, leather boots are available in many styles and qualities—prices range from about £3 15s up—and some enthusiasts use them for ordinary road riding. Occasionally one can pick up ex-Army D.R. leather boots at about £1 a pair. One of the best buys in this category are the ex-Naval boots usually in stock by Claude Rye at £1 15s and by Harold Lines of Horsham; they are in thick leather and are favoured by the scrambles exponents.

And lastly, a few words about goggles. So many styles and types are offered that

The deep recesses for spectacle frames can be seen on these Octopus goggles

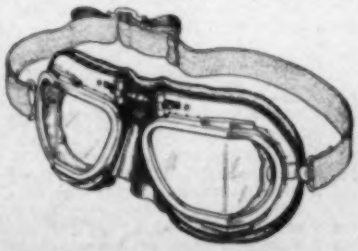
I cannot be specific but I must say I prefer those with laminated safety glass lenses because they give good visibility at night and in wet weather. The plastic lenses of the cheaper goggles tend to get scratched fairly quickly and so distort vision but, on the other hand, they are cheap and one can afford to replace them as necessary. (Some de luxe versions have detachable lenses for which replacements cost only 6d or so.) When choosing goggles be certain they fit snugly on the face and, particularly, round the nose; try them on, with the head band normally tightened, in the shop. Another point to watch is that the goggles you select give you adequate side vision.

Easily the most popular for many years have been the R.A.F.-style Mark VIII which sell at around £1 1s. On the same pattern but with luxury details such as a quickly-adjustable nose-piece are the Stadium Mark IX at £1 7s 6d. Spectacle wearers can get types with recesses at the sides to clear the spectacle frames; all, I think, are of one-piece, plastic design. Wide ranges are listed by Stadium, M.L.G. and Octopus and the large accessory houses such as Halfords carry extensive stocks of various makes.

Riders who prefer prescription lenses in their goggles should consult opticians; among the specialists are E. B. Meyrowitz who charge £5 10s for the Luxor 14 to any prescription.

In my last few words may I remind you of my opening theme? Use a little forethought before you buy, get the most suitable gear for your needs and regard the cost as a good investment.

Stadium Mark IX goggles feature a threaded adjuster, safety glass lenses and padded frames



BRITISH EXPERTS' TRIAL WON

FOR THE 2nd YEAR IN SUCCESSION BY

GORDON JACKSON

347 c.c. A.J.S.

"THE PREMIER 350"

Yet another success for A.J.S.

"The Motor Cycle" Photo

G. Jackson in action

(Subject to official confirmation)

A·J·S MOTOR CYCLES • PLUMSTEAD ROAD • LONDON, S.E.18

Happy-go-lively two-strokes

run on Esso

TWO STROKE
MOTOR OIL

★ Surefire starting ★ Less plug cleaning
★ Double the mileage between de-cokes

CALL AT THE ESSO SIGN!

On the Four Winds

By "NITOR"

SIGN OF THE TIMES Since last Thursday 370 fewer buses are on London's roads; four bus routes are being withdrawn completely between Monday and Saturday; four routes and 10 sections of routes are being discontinued on Saturdays; on Sundays 27 routes are being withdrawn and 11 partially withdrawn. A sign of the times, gentlemen. Londoners, and indeed Britons, are casting off the bus-going habit. The trend is attributed to the increasing popularity of television, cars, motor cycles and scooters. Television and cars I can't speak for. But for me there is only one swift way of getting about London these days and that's on two wheels. While I have sympathy for those who have to use public transport and may be inconvenienced by the changes, I would be less than human if I did not say that traffic congestion may be less acute with fewer buses to clog London's routes.

OR WILL THEY? The noun "conservatism" can mean many things. But to me it means a love of all things old and an immediate distrust of all that is new or "modern" (however often proof may be presented that the new is better). It sprang to mind on several occasions at Earls Court and it has cropped up since. There was the case of the dignified old gentleman on the Norton stand, glancing with obvious approval at the singles in their new duplex frames, giving the six-hundred twins a kindly glance and visibly smarting when he came to the Jubilee 250! But conservatism of outlook is not confined to the old school alone. A youngster living in a house a few doors from me and running a B.S.A. Bantam returned from the Show filled to the brim with disdain for anything wearing more than the briefest of mudguards, the merest slick of light-coloured enamel; he wants his engines big and he wants them naked. No true enthusiast will argue with the oldster's or with the youngster's views; or are there some, I wonder, who will?

•

SUCH NONSENSE Widespread publicity has been given to a request made to the Minister of Transport by the Oxfordshire Standing Joint Committee. Perturbed by the number of accidents on Oxfordshire roads during the months of June, July and August, the committee asked the Minister to make it illegal for people of under 21 to ride motor cycles of over 350 c.c. capacity. The basis for the request was apparently that riders in the age group 18 to 22 were involved in the largest number of motor-cycle accidents—but statistics have yet to establish that engine size has any direct relationship to accidents. I am frankly surprised at such an unenlightened attitude. Should they decide to carry their reasoning further, the committee members will no doubt decide that bicycles—shall we say above a certain size?—shall not be ridden by anyone in the 14 to 16 age group (or whatever the relevant ages may be), that cars of over one-litre capacity will not be driven by . . . that trucks of over three tons will not be driven by . . . and so on until in the end a complete stop is put to people of all ages crossing a road, travelling by train or by air or going swimming during their annual holiday. If I exaggerate I do so to no greater extent than does the committee.

GREASY ROADS In a leading article in the issue for November 6 the Editor discussed the dangers of mud on the highways—and made it clear that police action can be taken against offenders. Proof of just what can be done comes from the Birmingham Assizes where only the other week a building contractor was ordered to pay £2,337 damages. A 15-year-old boy had been severely injured by a milk float in collision with a tanker, which had skidded on a surface made perilous by the combination of "rain, tyre grease and clay" left by the lorries. I cannot emphasize too strongly the need for vigilance when you are awheel; and the need for immediate action in contacting the nearest police station wherever you encounter a road left greasy by the negligence of a contractor, farmer or what have you.

BALANCE ARTIST? News of yet another unusual trip comes to me from Manchester. The machine in the case is no super roadster and it will certainly not be used on super roads. It is in fact an ex-W.D. model—a side-valve Norton—and it will rarely exceed plodding pace throughout the 144 miles ahead. "Plodding" is the *mot juste* at that, for the purpose of the exercise, so far as the machine is concerned, is to tow a converted coal boat from Bollington, Cheshire, to Stratford on Avon. Owner of the boat, Mike Rayward, is to stage-direct a pantomime at the Memorial Theatre. His friend with the Norton, Leonard Barham, is going just for the ride, so to speak. He ought to be a Blondin, and then some, a long time before that ride is over—before it begins, come to that!

Burble, burble, burble instead of clop, clop, clop: Mike Rayward and Leonard Barham with their narrow boat and Norton (see paragraph above)

A Look at Current Design

TWO-STROKE DEVELOPMENTS : NEW AND RE-CAST SCOOTERS : THE BIGGER AND THE HOTTED-UP VERTICAL TWINS : PLASTIC AND COACH-BUILT SIDECAR BODIES

Part 2 **By Vic Willoughby**

IN last week's issue, two main trends of design were traced. First, the rapid spread of the refined lightweight (both motor cycle and scooter); secondly, the entrenchment of the high-performance twin of 600 to 700 c.c. Several outstanding new lightweight motor cycles were discussed as were modifications to established layouts—changes chiefly concerned with partial enclosure and weather protection.

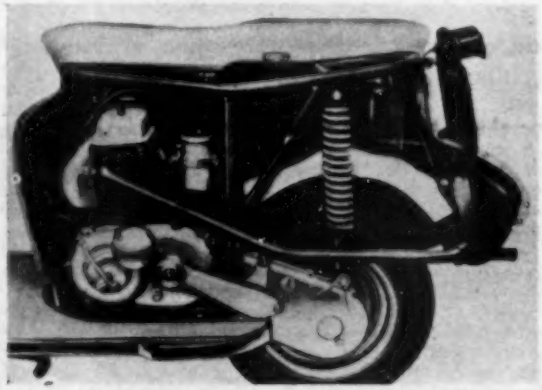
Before turning to scooters and the larger motor cycles it is worth while to look at developments in two-stroke engines and conversions, since these are associated with lightweights. The popularity of the two-stroke parallel twin is readily understandable by all who have experienced the fluent, silky type of performance which results from the high frequency of its power impulses. But it is characteristic of a number of these engines that really useful power is confined to a comparatively narrow range of engine speed. More often than not the power band is well up the r.p.m. scale and the resultant poor torque at low crankshaft speeds can be a disadvantage.

Part of the reason for the narrow power band is the restriction imposed on the shape of the transfer passages when they are disposed laterally, for the cylinders cannot be widely spaced if a rocking couple is not to be troublesome. On the 349 c.c. RCA engine, designed by Peter Hogan and introduced in 1957, the problem was tackled by fore-and-aft disposition of the transfer ports, and a test of the engine in a Greeves frame showed it to have a commendably wide spread of pulling power. The RCA engine has now been adopted by Dots for roadster and scrambles models. Another example of the benefits of carefully planned transfer ports (and, of course, allied features such as inlet and exhaust port shape, size and timing, primary and secondary compression ratios and combustion-chamber layout) is to be found in the Vale-Onslow conversion kit designed by Hermann Meier to turn the Villiers 197 c.c. Mark 9E single into a potent two-fifty. The conversion results in an extraordinarily high performance throughout the engine-speed range and stamps Meier as one of the topmost experts on two-stroke design.

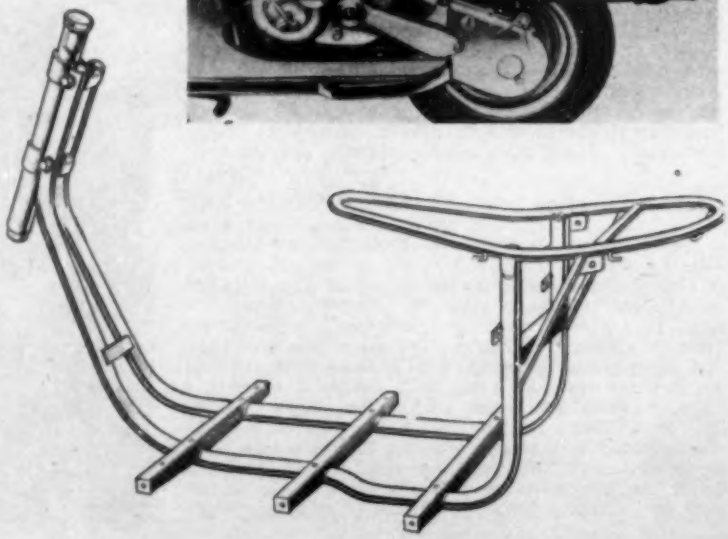
In the 247 c.c. (66 × 72mm) Mark 31A engine recently announced, Villiers themselves have answered the call for a peppy two-fifty single with what is essentially a bored-out 9E. The new unit is employed by Greeves for roadster, trials and scrambles models and (equipped with electric starting and fan cooling) by Bonds for the Mark F range of three-wheelers.

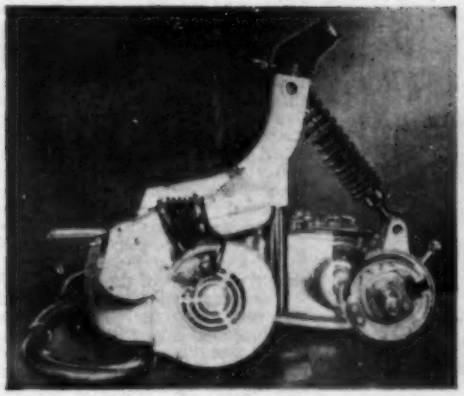
When the 324 c.c. (63.5 × 63.5mm) Villiers Mark 3T twin-cylinder, four-speed power unit—virtually a large-bore version of the 249 c.c. Mark 2T—was introduced in 1957, initial production was reserved for the Frisky light car. Now the engine has been adopted by Panthers for the 45 Sports and 50 Sports. It is interesting to note that Panthers (on the 50 Sports) and Greeves (on the 25DB Sports Twin with 2T engine) have succeeded in using a siamesed exhaust system without loss of power, and have gained the attractions of lower weight and cost and improved rear-wheel accessibility. Several four-stroke roadsters have shown more power with a siamesed layout, but Ariels abandoned the system during prototype development of the 249 c.c. Leader two-stroke twin on account of power loss.

The latest unit from the Villiers factory, announced on the eve of the Show, is the 50 c.c. Mark 3K for mopeds. It follows conventional lines with an engine-shaft clutch, two gears, pedal starting, back-pedalling brake operation and a flywheel magneto incorporating lighting coils. Already the 3K has superseded the German Sachs unit in the Norman Nippy and Lido.



The picture on the right shows the engine and transmission of the larger B.S.A. and Triumph scooters. The cast-aluminium final-drive case, which supports the rear wheel, pivots about the axis of the gear-box main-shaft. Below is shown the twin-tube frame with bolted-on steering head





Above is a partly cutaway Lambretta Li 150 power unit with the rear portion of the frame tube. Right: Frame and wheels of the Bond scooters

Perhaps the most surprising development in the moped field, however, is the entry of the Raleigh cycle folk with a model of simple type selling at a low price. The newcomer has an open, tubular frame, unsprung wheels, 2.00 × 26in tyres and 4in-diameter hub brakes. It is powered by a 50 c.c. Sturmey-Archer engine with overhung crank, belt primary drive and no clutch. Though the makers suggest a potential British market of over six million, only time will show whether they can revive demand for the type of machine which was killed some years ago by the advent of more elaborate models with springing, variable gears and clutch.

After a decade of increasing popularity the scooter shows no sign of being the passing phase which some British motorcycle manufacturers considered it to be. And 1958 will go down in scooter history as the year in which Britain entered the market in a big way. First, in January, there was the 148 c.c. Bond P1, to be joined six months later by a sister model—the 197 c.c. P2. Then came the 173 c.c. Panther Princess and, finally, the most powerful British onslaught on the market by far—the B.S.A. Sunbeam and Triumph Tigress models, available with either a 249 c.c. twin-cylinder four-stroke engine (for brisk performance with fuel economy and refinement) or a 173 c.c. two-stroke single at lower cost. With the established makes taken into account, there are now about a dozen available from British factories.

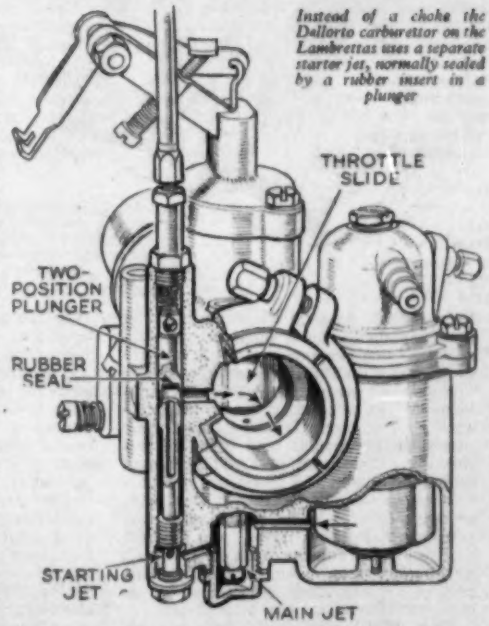
Profiting from a study of design trends, the B.S.A. and Triumph models have wheels of 10in diameter which is becoming a popular scooter size. Tyre section is 3.50in. For ready detachability the wheels are mounted on stub axles; they are also interchangeable. To give the models as strong an appeal to women as to men, they have a flat, rubber-covered floor and the rubber-topped gear pedal is rolled forward and backward by the sole of the right shoe for downward and upward changes respectively. To simplify neutral selection there is a separate pedal for the purpose.

In many other respects the design is unusual and reflects a shrewd appreciation by the makers of the importance of competitive first cost. The frame consists basically of two side-by-side tubes of 1¼in diameter × 14 gauge but the method of attaching the long steering head is unique. Welded to the 1⅛in-diameter × 12-gauge head tube are two widely spaced figure-eight steel loops projecting rearward; the frame tubes nestle in the concave sides of the loops and are secured by transverse through bolts. Separation of the bolts by 6¼in gives stiffness to the assembly. Steel pressings form the body panels and they are united on the centre line by screws passing through turned-out flanges. The flange edges are hidden from view by a trapped plastic strip.

The suspension, too, is unusual. The front stub axle is supported in a duplex telescopic unit, one leg of which contains a coil spring, the other a hydraulic damper. The live rear axle is carried on a pivoted arm which comprises the cast-aluminium case for the ⅜in-pitch duplex driving chain. The outstanding virtue of the rear-springing layout is that the arm pivot is co-axial with the gear-box mainshaft so that overall length is kept to a minimum and chain tension is unaffected by wheel deflection. Chain adjustment is made by a slipper.

Many car-type features distinguish the two-fifty engine and—as in car practice—every advantage is taken of the unit's concealment to save production cost on finish and styling. A single die-casting forms the cylinder block, crankcase and gear-box shell; the one-piece crankshaft is inserted from the drive end, which is closed by the inner half of the primary-drive case.

Wet-sump oiling, with a single (pressure) pump, is used and to keep engine height down cylinder dimensions are over-square (56mm bore, 50.62mm stroke).

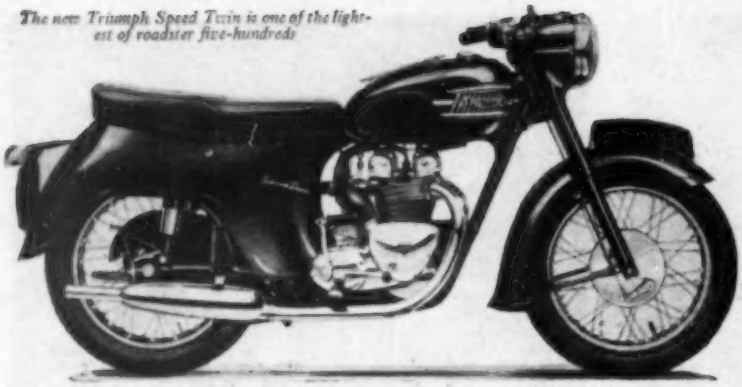


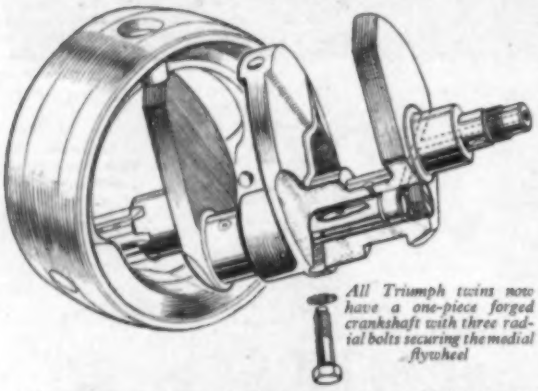
Instead of a choke the Dellorto carburettor on the Lambrettas uses a separate starter jet, normally sealed by a rubber insert in a plunger

Arrangement of the valve gear is compact and ingenious. A single camshaft at the rear of the crankcase operates the inlet valves through overhead rockers on a common transverse spindle, and the exhaust valves through rockers on separate longitudinal spindles. The spindles are supported in pillars cast integrally with the head. All four valve stems lie in a single transverse plane: the inlets vertical and side by side, the exhausts inclined outward in the sides of the light-alloy head. Consequently the combustion chambers are asymmetrical though compact; the sparking plugs are situated at the front.

The flywheel embodies the cooling fan and A.C. generator. Ignition is by battery with a separate coil and contact breaker for each cylinder. The de luxe model has an

The new Triumph Speed Twin is one of the lightest of roadster five-hundreds





All Triumph twins now have a one-piece forged crankshaft with three radial bolts securing the medial flywheel

independent, car-type electric starter. A further contribution is made to compactness by using two pinions for the primary drive, and a crankshaft-mounted clutch.

Bonds obviously acknowledge the sales value of pleasing and distinctive appearance in a scooter. In the lines of their plastic-bodied models with twin tail fins they have succeeded in blending beauty with individuality. The design is otherwise on sound, fairly orthodox lines with an open, tubular frame, pivoted-arm suspension, 4.00 × 10in tyres, and Villiers single-cylinder engines with Siba 12-volt starter-generators. An unusual feature, however, is rear-chain adjustment by an eccentric spindle for the pivoted arm.

Elms Metal steel body pressings are used on the Panther Princess, as they are on the new Dayton Flamenco and Sun Wasp which also have Villiers 173 c.c. engines. Here again general layout conforms broadly to accepted contemporary practice, which implies single-tube frame, flat floor, pivoted suspension, 10in-diameter wheels and Siba Dynastart (alternative to pedal starting on the Princess). Other new British scooters have appeared during 1958 to testify to the increasing demand but they have come from makers already established in the market. They are the 148 c.c. Pegasus, 197 c.c. Defiant and 249 c.c. Manx from D.K.R., and the 64 c.c. S65 and 49 c.c. Popular from Dunkley—both with o.h.v. engines.

Backed by a highly developed sales and service organization, the Italian Lambretta scooters are well equipped to meet any challenge — particularly so since the introduction of the latest designs: the 170 c.c. TV175, 148 c.c. L i 150 and 124 c.c. L i 125. While retaining the advantages of a single-tube frame and flat floor, the new models have 10in-diameter wheels, lower weight distribution and improved suspension — all of which contribute to a very high standard of handling.

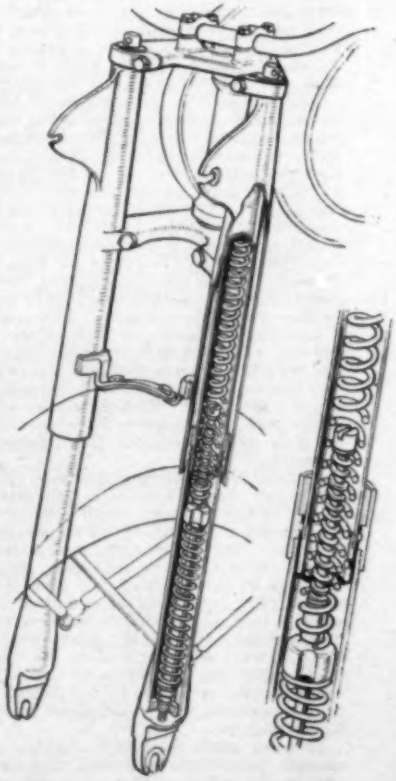
Unlike the earlier models the newcomers have four gears and the gear change is appreciably improved (as are the stiffness and compactness of the mechanism) by adoption of a layout in which the input shaft is formed integrally with four fixed pinions meshing with free pinions, any one of which can be locked to the output shaft by a sliding dog. (The output shaft serves as the rear axle.) Painstaking engine development has resulted in an extraordinarily high level of flexibility and good manners. Brake life and efficiency have been enhanced by an increase in lining area and radial ribbing of the drums. Incidentally, Greeves also are using radial ribs on the brakes of their two-fifty Hawkstone Special scrambler. In that case the ribs are formed in an aluminium-alloy jacket cast on the steel brake drum.

Without doubt the most interesting development in the 500 c.c. class is the new 490 c.c. Triumph Speed Twin for it shows a welcome check in the remorseless growth of weight and bulk in big machines. A valid criticism of several three-fifties in recent years has been that they were undesirably big and heavy, so that performance was not so sprightly as it might have been. This was because, to minimize production costs, some manufacturers standardized frames, forks, wheels and gear boxes as widely as possible throughout their ranges. A three-fifty might thus be virtually, say, a six-fifty with a smaller engine.

The story of the new Speed Twin is a reversal of this theme for the model is essentially a three-fifty Twenty-One with a larger-bore engine and, of course, higher gearing. As a result, weight of the five-hundred is only about 350 lb whereas some three-fifties scale half a hundredweight more. The Speed Twin should thus enhance the reputation for liveliness established by its predecessors. And since it shares the 17in-diameter wheels of the Twenty-One it should be equally handy in congested traffic. In the interest of rigidity, the crankshafts of all Triumph twins are now one-piece forgings with the flywheel secured to the medial web by the simple expedient of three radial bolts.

The consolidation of the high-performance twin of 600 to 700 c.c. is evident in the introduction of two new super-sports models and the growth of two established twins from six-hundreds to six-fifties. One of the newcomers is the 649 c.c. Triumph Bonneville 120, an uncompromising roadburner for which is claimed a power output of 46 b.h.p. at 6,500 r.p.m. That is 6 b.h.p. more than that of the Tiger 110, hitherto the fastest Triumph roadster. There is a certain amount of racing practice in the layout. The light-alloy cylinder head carries two modified Amal Monobloc carburettors fed from a common, flexibly mounted float chamber.

The new Ambassador Super S front fork uses two load springs in each leg. On full recoil the upper spring is put in tension



At 8.5 to 1, the compression ratio has been chosen to take full advantage of the super-premium-grade petrols, while the cams give high valve lifts and extended open periods.

In common with the Bonneville 120, the other new model (the 692 c.c. Royal Enfield Constellation) is based on an existing sports machine—in this case the Super Meteor. Compression ratio on the Constellation is the same as on the Bonneville 120 and the cam profiles are likewise severe. But the Royal Enfield differs in having a siamesed exhaust system and breathing through a single carburettor of Amal TT type. Power output claimed is 50 b.h.p. at 6,250 r.p.m.

A progressive increase in engine torque on sports models over the years has lately begun to reveal the limitations of some clutches. Royal Enfields have taken the bull by the horns in designing an entirely new clutch for the Constellation (and for the 496 c.c. Meteor Minor). There are six robust springs and the rigid construction of the cast-iron pressure and outer plates avoids wastage of spring pressure through plate flexing. Contained entirely within the oil-bath primary chaincase, the withdrawal mechanism operates through a ball thrust bearing and utilizes the cam action of two levers moved scissorwise with four steel balls trapped between them in indentations.

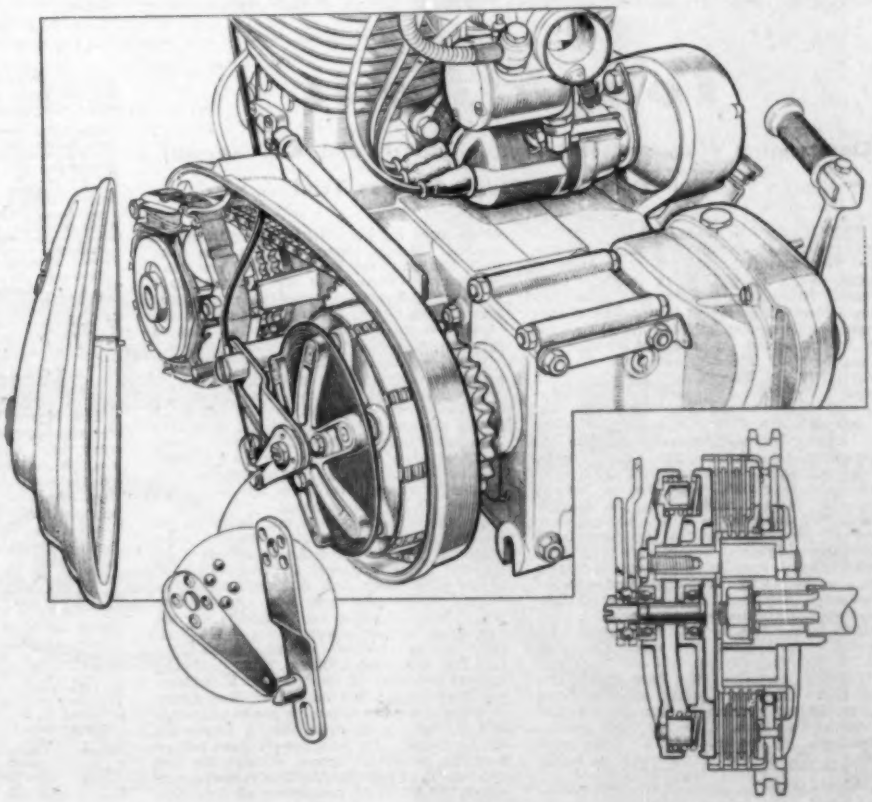
The twins which have grown in cylinder capacity (from 592 to 646 c.c.) are the A.J.S. and Matchless models, now available as standard, de luxe or Sports Twin roadsters, or as scramblers. The increase in size is achieved simply by lengthening the stroke from 72.8 to 79.3mm and the 592 c.c. engine is now obsolete. Of the three roadster variants, the Sports Twin stands out as that likely to be in the greatest demand for the motorways expected in the next few years. It has a siamesed exhaust system, a single Amal Monobloc carburettor and a compression ratio of 8.5 to 1. Development work by engineer Jack Williams early this year on the 592 c.c. engine boosted the mean maximum speed to about 105 m.p.h. so the six-fifty should be more than capable of holding its own as a motorway model.

Another engine, primarily produced for sidecar duty, has recently had a similar boost in size. It is the long-established 598 c.c. single-cylinder engine of the Panther Model 100S. By increasing the bore dimension from 87 to 88mm and the stroke from 100 to 106mm, swept volume has been stepped up to 645 c.c. The six-hundred continues in production and the larger engine is fitted to the new Model 120S.

Besides the sort of differences one would expect (bigger carburettor and main bearings, and so forth), the larger engine has an interesting cylinder-head form designed to prevent detonation of gases trapped by the advancing flame front on the side of the combustion space remote from the sparking plug. The plug is situated at one end of a pear-shape recess which extends across the head between the valves to promote burning of the gases on the far side. The new engine should be even more suitable for heavy-duty sidecarring than its popular forebear, for maximum power is up by about 20 per cent and—even more significant for top-gear performance—it is produced at 4,500 r.p.m. whereas the smaller engine peaks at 5,300 r.p.m.

With the exception of the box-section beam of the Ariel Leader described last week, there has been no fundamental novelty in frame design during the past 12 months. And besides the Leader's trailing-link front fork there is only one fresh suspension system—the telescopic front fork on the 249 c.c. Ambassador Super S. This is a welcome sign because the poor action of some telescopic forks has long been a sore point with lightweight riders.

The Ambassador fork combines 5in of wheel deflection with multi-rate springing, a modicum of recoil control and low production cost. The large deflection comes from the use of springs the full length of the fork legs; multi-rate springing is achieved by having two springs per leg (the lower spring for minor surface irregularities). An adjustable bottom abutment for the lower spring provides



A new clutch was designed for the 692 c.c. Royal Enfield Constellation and is also fitted to the 496 c.c. Meteor Minor shown on the right. The novel withdrawal mechanism uses a scissor movement to provide a cam action through four steel balls trapped in indentations. The action is transmitted to the pressure plate by a ball-thrust bearing

for variations in static loading and the upper spring is put in tension on full recoil to provide a check without recourse to hydraulics.

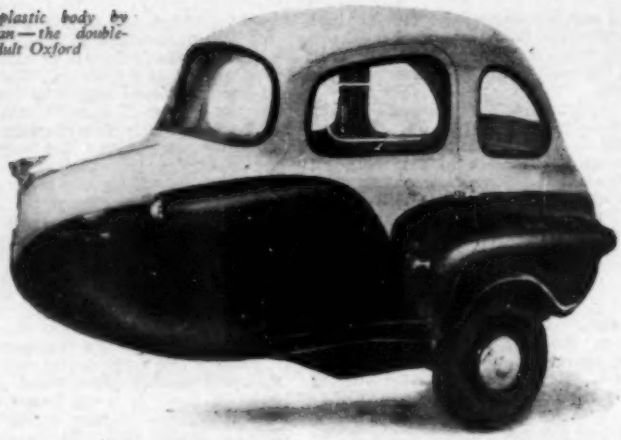
In the passenger-machine category there are alterations or additions to nearly every maker's range but little which can be construed as a significant trend. There is no sign of a resolution in the struggle between coach-built and plastic construction. Watsonians have extended their use of glass/polyester with the elegant Oxford double-adult body—a one-piece moulding with integral mudguard for the 10-in diameter wheel. On the other hand Canterburys' three new bodies (the double-adult Javelin, child-adult Continental and single-seat Snipe) are all coach-built.

Some bodies have grown an inch or two for comfort, a door has been widened here and there for easier access and Garrards have tackled the problem of entry and exit by hingeing the nose after the fashion of the B.M.W. Isetta and Heinkel three-wheelers. The use of safety glass is on the increase. The Hillsborough folk have always favoured it for windscreen and side windows on their luxuriously equipped models; now it is used for windscreens on all the Swallow fixed-head saloons, and the new Rankin Bidford de Luxe double-adult and Cranford de Luxe child-adult bodies. (The Rankin screens are hinged at the top edge and may be opened for ventilation.)

Changes in chassis layout are numerous and mostly aimed at simplification and enhanced adaptability. A notable innovation in that respect is the Panther pre-aligned chassis designed for rapid and correct attachment to the 100S or 120S.

Probably the most notable development in the three-wheeler field is the introduction by Bonds of the Mark F range on which engine size is boosted to 247 c.c. and one model is a full four-seater. Considerable rehashing of the Reliant has given more legroom and better suspension. Finally the 297 c.c. B.M.W. Isetta is now offered as a genuine three-wheeler (instead of having two close-coupled rear wheels) so as to qualify for the £5 annual tax.

On a broad view, progressive trends are apparent in all sections of the British market. In another 12 months they will doubtless be more clearly defined but perhaps it will take the stimulus of the next Show (in 1960) to evoke as many novel designs as were seen at Earls Court last month.



Latest plastic body by Watsonian—the double-adult Oxford

Tough Knut

Outstanding Wins by Ron Langston (Ariel) and Ken Kendall (Ariel sc) in Bath Club's Famous Trial

FRESH from finishing fifth in the previous day's British Experts' Trial, Ron Langston rode his 497 c.c. Ariel to victory by a margin of 14 marks in the national Knut Trophy Trial held near Corsham, Wilts, on Sunday. In the sidecar class local rider Ken Kendall (497 Ariel) finished 16 marks ahead of the runner-up, Bill Slocombe (499 B.S.A.). In spite of their outstanding performances, Langston and Kendall lost 21 and 43 marks respectively—an indication that the Bath Club went out of its way to provide competitors (80 solos and 11 sidecars) with a course befitting the auspicious occasion of the Knut Trophy Trial's promotion to national status.

Without exception, every one of the 12 observed sections included in the 34-mile course was interesting. Some, perhaps, were a shade too severe for the less-experienced riders—three-figure scores were quite common—yet only two hazards were so difficult that they remained unconquered throughout the day. Delays were virtually non-existent, course-marking was of a high order and the results were announced with an alacrity in keeping with other aspects of the efficient organization.

With the start and finish located at a disused R.A.F. camp at Rudloe, near Corsham, the course ran south-west into the wooded valleys around Bath. The very first section, Kingsdown by name, was so steep and slippery that of the entire entry only Bill Faulkner (224 Francis-Barnett) reached the top unpenalized, a performance which was of no avail for he retired later with engine trouble. Almost clean on Kingsdown were Mick Dismore (346 Royal Enfield) and Mick Smith (197 Cotton), but the last few yards of the hill became so polished by spinning rear wheels that machines slid back to the bottom—with or without riders—as soon as they had stopped!

Not far distant, Tubway was less steep and less slippery, but the rutted clay at High and Mighty (on the same hillside as Kingsdown and Tubway), proved too much for all the solo riders save Mick Lynch (498 Triumph), Dismore, Bob Gollner (497 Ariel), Roger Kearsey (348 B.S.A.) and a brilliantly dashing Ron Langston. Of the sidecars, only Kendall contrived to keep on the move through all five sub-sections.

Ian Hillier (197 Greeves), Mick Smith, Gollner and Kearsey achieved the only clean climbs of muddy Long Lane, an old John Douglas Trial favourite, and nobody at all coped with rocky Ayford Lane and Lansdown. Duncombe and Box Grove were tricky without being too difficult, but the final group of four sections situated in Hazelbury Woods provided a fitting finish to a very fine trial. Big boulders, acute gradients, adverse cambers: all abounded at Hazelbury, yet every section was mastered. Ron Langston was alone in conquering the third hazard and indulged in no more than a single dab on the fourth. He had already been one of very few to remain feet-up through the first and second of Hazelbury's horrors and it was largely by virtue of completing all four sections at the cost of only one mark that he enjoyed such a commanding lead over all other competitors.

Best Solo.—R. J. Langston (497 Ariel), 21 marks lost. **Runner-up.**—M. Dismore (346 Royal Enfield), 35. **Best Sidecar.**—K. R. Kendall (497 Ariel), 43. **Runner-up.**—W. C. Slocombe (499 B.S.A.), 59. **250 c.c.**—B. W. Martin (B.S.A.), 43. **350 c.c.**—R. P. Kearsey (B.S.A.), 39. **500 c.c.**—C. J. Draper (B.S.A.), 47.

Best Wessex Centre Resident.—V. M. Young (346 Royal Enfield), 51. **Best Bath Member.**—O. J. Mountstevens (499 B.S.A.), 57. **Club Team Award.**—Sunbeam: Langston, Dismore, Kearsey, 95. **Best Sidecar Passenger.**—J. Kendall.

First-class Awards.—M. B. Smith (197 Cotton), 44; W. H. Martin (201 James), 49; V. M. Young (346 Royal Enfield), 51; C. A. M. Lambert (199 Triumph), 52; N. J. Crump (497 Ariel), 56; O. J. Mountstevens (499 B.S.A.) and W. Jackson (197 Greeves), 57.

Slippery Switchback

THE North Yorks trio of R. H. Preston and brothers Ron and Maurice Tate won every solo race at the Newcastle Club's scramble on Sunday. On the first fine day for weeks, 80 riders hurtled round the mile-long, slippery switchback of a circuit at Belmont Park, Durham.

Main race of the day was the 10-lap All-comers' event. Ron Tate (499 B.S.A.) led from start to finish with A. R. Preston seemingly a certain second. But on the last lap Maurice Tate (499 B.S.A.), who had been held up by a spill on Lap 3, charged by to follow his brother over the line.

350 c.c. Race (3 laps).—1, R. H. Preston (B.S.A.); 2, J. R. Harrison (B.S.A.); 3, M. Bell (B.S.A.) **500 c.c. Race** (4 laps).—1, R. Tate (B.S.A.); 2, J. I. Bell (Royal Enfield); 3, T. W. Reynolds (Dot). **250 c.c. Race** (4 laps).—1, R. Tate (197 Francis-Barnett); 2, W. H. Wood (197 Greeves); 3, R. W. Dell (199 Triumph).

Sidecar Race (4 laps).—1, A. Hartshorn (Norton); 2, B. McAneily (Norton); 3, E. Campbell (Ariel). **Sidecar Handicap** (4 laps).—1, E. Atkinson (Ariel); 2, T. Monaghan (Norton); 3, J. R. Nicholson (Norton). **All-comers' Race** (10 laps).—1, R. Tate (B.S.A.); 2, J. M. Tate (B.S.A.); 3, R. H. Preston (346 B.S.A.).

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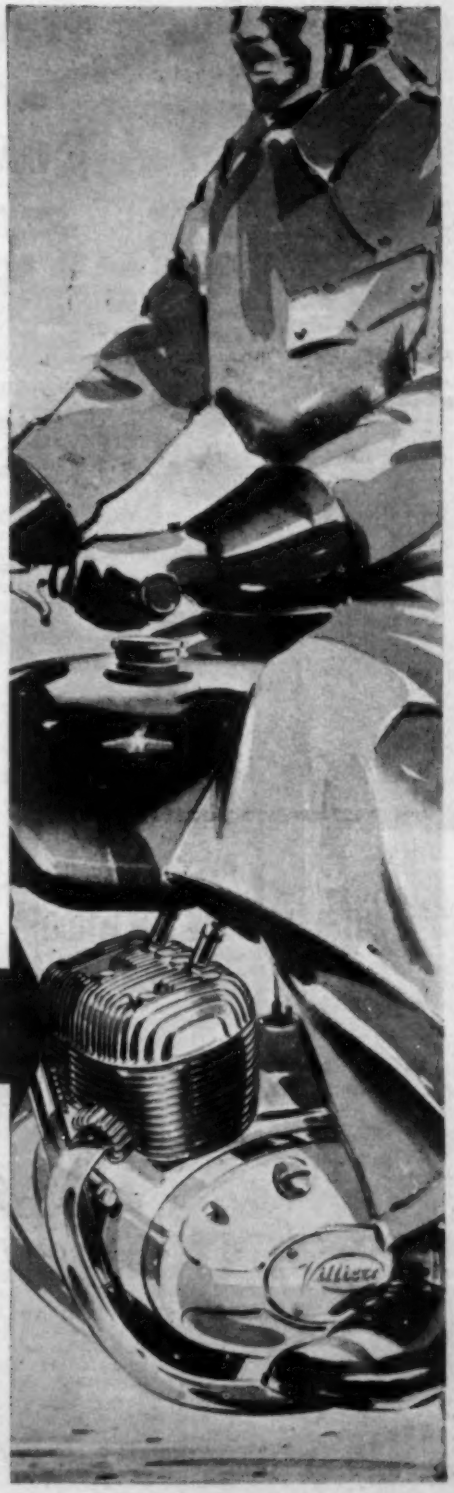

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BRITISH EXPERTS' TRIAL

Footing Through the Fog

Above: The incomparable Gordon Jackson (347 A.J.S.) plonks cautiously through the first sub-section of Park Lane. On the right is the sidecar-award-winning crew, Frank Wilkins and Kay Saunois, with their Ariel outfit

Gordon Jackson (347 A.J.S.) and Frank Wilkins (497 Ariel) Repeat Their 1957 Wins in the Solo and Sidecar Classes Respectively : Trial Held in Dense Fog

MUD in churned-up turmoil everywhere and more than hub-deep in parts; rocks and ledges coated in slime; mist so dense that the course marking was barely discernible: these were a few of the factors that combined to make the 24th British Experts' Trial last Saturday something of an expedition. It was a good trial and it was a diabolically severe trial in which competitors had to work every inch of the way round one and a half laps of a 40-mile, Clee Hills loop. It is hardly surprising that scores were high, or even that four solos and one sidecar should be disqualified for exceeding the 30-minute allowance over and above their permitted time. There were nine retirements (four of them sidecars) in a field of 34 solos and nine sidecars.

In the solo and sidecar categories Gordon Jackson (347 A.J.S.) and Frank Wilkins (497 Ariel sc) repeated their 1957 "Experts" successes over virtually identical terrain. Jackson's score was 76 and Wilkins' 51. (Last year, with two sections more, Jackson's tally was 78 and Wilkins' 60.) The Brittain brothers, Pat and Johnny, on their 346 c.c. Royal Enfields made runner-up and third-best solo performances with 81 and 84 marks lost respectively; Sammy Miller (497 Ariel) was fourth with 89; Ron Langston on another Ariel was fifth with 91; John Giles' (199 Triumph) sixth place with 99 marks lost is no true indication of the form he displayed, for he had a carburettor jet become partially blocked on Strandbrook on the first lap, thereby adding some 20 marks to his score.

As to the sidecars, no praise is too high for Wilkins' feat. His total of "Experts" wins is now three (1953, 1957, 1958), and there is no doubt that of all the exponents on three wheels today he remains the supreme craftsman. Even so the result was close. Frank Darrieulat (499 B.S.A.), winner in 1954 and 1956, lost the same number of marks as did Wilkins on observation, but he had a front-suspension leg break and lost two marks on time.

That this year's trial was to be tough was evident as soon as riders were having their morning tea. Visibility in Ludlow, the headquarters town, was down to a few yards. As the 10 a.m. zero time approached, and many observers were still to report, the Birmingham Club wisely decided to delay the start. On the high ground above the town, on the steep, winding road leading to Upper Hayton, the first observed section, there was no improvement. And the hill itself has never been in more ferocious condition.

A gully between towering banks, Upper Hayton is long, rugged, steep and greasy and definitely for solos only. A ditch runs up the right and on the left of the ditch is a foot-wide ledge providing the only possible path. The approach must be made at tremendous speed up on the left bank if that vital ledge is to be attained at all, and the speed maintained at all costs since the surface provides next to no wheelgrip. Near the top—the third sub-section—there is a high rock ledge which forces riders over the ditch, to the right, where the ledge is just negotiable.

Few could cope with that step on Saturday. It stopped most riders on both laps. On the first circuit the best attempts were by Brian Martin, on the prototype C15 Star B.S.A., and by Pat Brittain. In the entire solo field they were the only two feet-up in the first and second sub-sections. Tony Wirdnam (499 B.S.A.) was equally fast initially, but even so could not stay on the ledge and ended up in the ditch. For Jeff Smith (B.S.A.), winner in 1955 and 1956, and runner-up last year, Upper Hayton proved demoralizing and he tasted its clay in the second sub-section. So did Bill Nicholson (499 Royal Enfield), the solo winner in 1950 and 1954,

and one of the greatest motor cyclists of all time. Another ex-winner, Tom Ellis (499 B.S.A.), was non-stop and paddled through the second and third sections. Last Saturday's winner fared much less well and stopped at the top!

By the time the second lap came round the hill had deteriorated. Wheelgrip on the second sub-section was even more scarce, and no one could ride the third non-stop. Best performance was by Arthur Lampkin (499 B.S.A.), whose score in the three sub-sections was 0-1-5.

Just above Upper Hayton is a little stretch of nonsense called Haytons Bent. On Lap 1 the first sub-section worried none, though the third took three marks from Jackson and the second and third each took three from Pat Brittain. Only four riders could deal with the top section feet-up—Giles, Bill Faulkner (224 Francis-Barnett), Bryan Povey (249 Greeves) and Brian Martin. All the sidecars were stopped by the second sub-section; all were clean in the third.

On the second lap four clean climbs were again recorded on the top section—by Martin (again!), the Brittain brothers and Arthur Shutt (249 Francis-Barnett). Johnny Brittain was clean all the way—the only rider to achieve that distinction.

Six muddy, misty miles away lay the 16 sub-sections of Strandbrook. The sections were laid out in the bed of a stream and climbed over what appeared to be impossibly severe rock steps and ledges—one of them 2ft 6in high! The entry to the stream was down a bank, some 20ft high and as near vertical as might be. The technique was to swoop across the stream, perform a wall-of-death loop on the opposite bank and so rejoin the stream bed.

Incredibly, on the first lap Jackson went

Garth Wheldon (201 James) aviates the front wheel at Crumpsbrook 3

right through for a loss of only three marks. Brian Martin, on that superb little B.S.A., trickled along to the fifth sub-before dropping a foot.

Five riders dealt successfully with the great rock step on Lap 1. They were Artie Ratcliffe (199 Triumph), Povey, Brian Martin, Jackson and Johnny Brittain. On the second lap matters were more difficult because a loose rock, just short of the step, which had helped to raise front wheels by the requisite amount, had been moved.

At muddy Redfurlong, only a quarter of a mile away, the mist was denser than ever, filling the hollows and endowing the scene with true Baskerville atmosphere. All that was needed was the baying of a giant hound to complete the illusion.

The four sub-sections were laid out in fiendish fashion. First came a full-bore charge, slightly downhill, then gently up over diagonal tree roots and round to the right. Then came the gully crossing with its butterslide surface and more roots, then an even more atrocious gully crossing and finally a mud step.

Gallant attack followed gallant attack. The requirement was a big engine and lightweights were at a decided disadvantage. Nevertheless, Giles on the first lap got through non-stop! Realizing that he was short of horses, he avoided the switchback route and settled for a morass which formed a sort of "legal alternative." He footed all the way but never looked like stopping. Gordon Blakeway (497 Ariel) took the orthodox path and achieved a better result than most.

Sidecars tackled a different route. They were brought into the area used by the solos along a wide gully. The mud in the first sub-section was so deep that wheels became buried to above hub-depth. At one stage it seemed that the mud would refuse to give up Alf Tibble's Ariel outfit. The Robertson twins fared even worse and crews, marshals and spectators had to heave in unison to get their A.J.S. outfit on the move again.

Darrieulat lost five marks too. But there lies one of the snags behind the trials marking system, for his stop was momentary only and thereafter he kept his outfit inching forward with an incredible demonstration of grit. For both solos and sidecars on Lap 2 the sections were laid out differently and the toll was very much lighter.

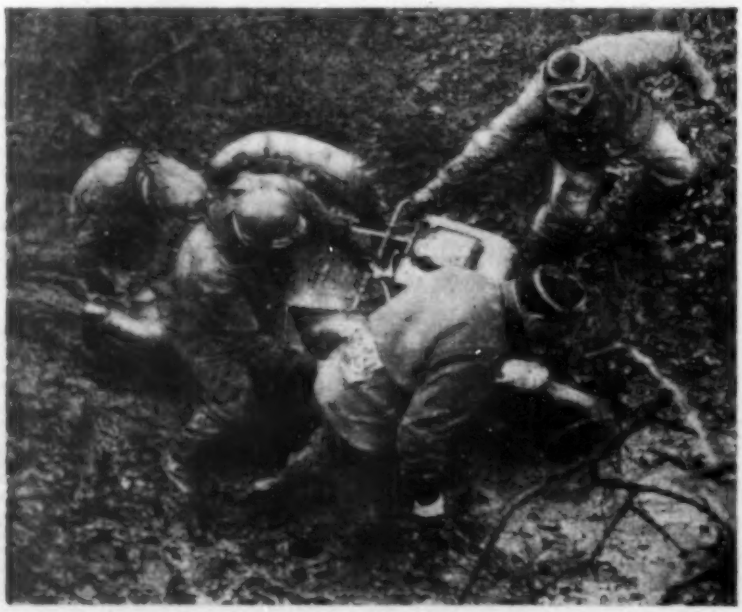
Clee Stairs, which came next, was easy by comparison with what had come before, at least so far as solos were concerned. Virtually all were clean throughout. Of the sidecars only Darrieulat and Wraith were clean in the second sub-section.

First of the hills to be tackled on the initial lap only, and turning point of the route, Cobblers Lane was expected to cause little bother. And certainly the first three sub-sections of the long, rocky lane extracted very few marks: the fourth was quite a different mess of pottage and only Stirland and Povey charged through without dropping a foot. Cobblers, too, marked the end of the run for Artie Ratcliffe; shortly after a puncture brought retirement.

On across the mist-wrapped moors lay Crumpsbrook, with a steep drop into a tortuous stream bed, water-washed rockery and a tricky exit over slippery clay. The entrance was simple enough, with Tibble the only one of the entire entry to lose marks; for all except the sidecar drivers (who stopped to a man in the third sub-section) the stream navigation was relatively easy—even if Johnny Brittain did stop. Spinning wheels on the final bank gave the observers plenty of work, recording footing by Jackson, Johnny Brittain and Sammy Miller (497 Ariel)—among many others—and a complete stop by Ron Langston (497 Ariel).

The flat-in-second blind of muddy, rutted, Magpie came almost as welcome relief, and from the top a stony track led

On the first sub-section of Redfurlong on the opening lap Frank Darrieulat and one of the Robertson twins help to extricate Alf Tibble's Ariel outfit from the watery mud



Fog clings low over the landscape as Brian Martin pilots the prototype B.S.A. C15 Star through the rocky waters of Crumpsbrook. Martin lost 108 marks to make eighth-best performance. In spite of the weather there were clumps of spectators at nearly every hill

across the heights towards Horseditch, where voices calling through the fog guided riders towards a deep, two-section gully. A precipitous drop into yet another stone-littered stream was followed by a tight hairpin turn round an outsize boulder—and even then there remained the steep, yellow-clay exit slope.

Ray Peacock's climb of the bank brought near-disaster, for his Ariel reared and plunged toward the brink of the cliff—and there it hung, teetering on the edge, until willing hands brought it safely back. Yet the exit could be "cleaned," as first Langston then Miller demonstrated, although Miller's entry into the section left him off-balance and he halted in the stream, and Langston recovered from a similar slide by hard footwork. A little earlier Jackson had made a cautious, and clean, drop into the water and over the rockery and, still on a perfect line, eased the A.J.S. around the projecting rock and headed for the slope, only to spoil it all with one (excusable) dab.

Perhaps half-a-mile more of cross-country going, and the trial led out of the mist to seemingly endless Park Lane: more water and still more rocks, with a slippery bank to climb at the end of it all. The approach track to the section was two-way, and it was there, on a blind turn, that Roy Peplow (199 Triumph), on his way down, met Gordon Blakeway leaving; the effect was calamitous and Blakeway sustained a broken leg while Peplow's smashed front wheel put an end to his effort.

Meanwhile, in Park Lane's rock waters the regatta was well under way. Most of it was possible, although the buttery slope at the end remained unconquered to the finish. With a dab in the first sub-section, and "threes" in the third and fifth parts, Jackson's performance shone like a beacon. For others the totals mounted steadily, with Pat and Johnny Brittain recording nine marks each in the five subs, Miller adding 11 and Langston 13.

There was a long wait until the first of the sidecar crews came through to attempt the two special sections laid out for their benefit. And it was Bob Williams (497 Ariel) who first lowered his outfit into the water, only to stop with the crankcase straddling a rock. Arthur Pulman tried a speedier approach, but his attempt, too, was doomed—this time with the front fork on full lock and the wheel against a rock. Frank Wilkins had equally bad luck when a stone threw his machine out of gear—and then came Darrieulat, charging full-pelt among the boulders, notwithstanding a front fork suspension unit already damaged; he escaped for the loss of just one mark.

The crowds began to disperse; but Peter Wraith (497 Ariel) had yet to make his try, and he, too, got through with one dab. Finally it was left to Peter Roydhouse (490 Norton), running very late, to register the only all-clean of the three-wheel brigade in the gathering dusk.

Skefko Gold Cup (best solo performance).—O. L. Jackson (547 A.J.S.), 76 marks lost.

Palmer Trophy (best sidecar performance).—F. Wilkins (497 Ariel), 81.

Feridax Trophy (passenger in winning sidecar).—Kay Saunois.

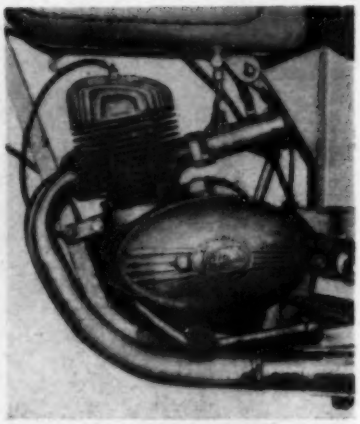
Solo Finishers.—P. N. Brittain (346 Royal Enfield), 81; J. V. Brittain (346 Royal Enfield), 84; S. H. Miller (497 Ariel), 89; R. J. Langston (497 Ariel), 91; J. R. Giles (199 Triumph), 99; E. Adcock (249 Dot), 102; B. W. Martin (246 B.S.A.) and G. O. McLaughlan (547 A.J.S.), 108; A. J. Lampkin (499 B.S.A.), 109; J. V. Smith (499 B.S.A.), 117; A. Shutt (249 Francis-Barnett) and P. T. Etirland (346 Royal Enfield), 128; S. B. Manns (547 A.J.S.), 135; T. U. Ellis (499 B.S.A.), 139; R. W. Peacock (497 Ariel), 145; B. G. Lamb (497 Ariel), 155; M. Ransom (497 Ariel) and R. Kearney (348 B.S.A.), 160; W. Nicholson (490 Royal Enfield), 167; G. Wheldon (201 James), 175; M. G. Tracey (497 Ariel), 181; J. M. Simpson (224 Greeves), 186; J. B. Houghton (201 James), 188.

Sidecar Finishers.—P. Darrieulat (499 B.S.A.), 53; A. Pulman (498 Matchless), 63; R. T. Williams (497 Ariel), 81.

RIDER TO RIDER NO. 3

TWO-STROKE With a Difference

VIC WILLOUGHBY SAMPLES A D.M.W. CONVERTED BY HERMANN MEIER AND WAL PHILLIPS FROM A DOCILE ONE-NINE-SEVEN TO A POTENT TWO-FIFTY



This view of the converted engine shows the long induction pipe and central plug

"AH, yes, a bottom-end engine—and very nice, too." So I mused as I dropped the clutch and Wal Phillips' two-fifty D.M.W. countered with the lustiest low-speed punch I had ever felt from a two-stroke single. But if I thought that was the full story of the engine conversion which Phillips and Hermann Meier had cooked up between them, I was mistaken—it was only the preface.

The rest of the story began to unfold as soon as I got clear of speed limits, opened the throttle a little wider and let the revs mount in the gears. The thrilling surge of power as the engine speed rose surprised me, so I collected my stop-watch and tootled off to a quiet, measured quarter-mile.

It was soon apparent that the D.M.W. was a shade overgeared in top—and no wonder. Confident of the success of the conversion (the engine was originally a 197 c.c. Villiers Mark 9E) Phillips had casually discarded the standard 17-tooth gear-box sprocket and substituted one with 19 teeth. Now an increase in gearing of nearly 12 per cent is extraordinarily optimistic and the resultant top gear ratio was 5.46 to 1—more like a three-fifty gear.

I tried a quarter-mile sprint but as soon as the throttle was tweaked the revs rocketed up the scale and stayed there in spite of my frantic upward changes. The clutch was slipping madly, so I made a long approach, coaxed the speed up gently and, chin on tank, timed the model through the flying quarter. Result—nearly 80 m.p.h. downwind, nearly 73 up; a mean maximum of 76 m.p.h. And that, mark you, was with full roadster equipment, including lighting and silencer (modified Villiers). Since Meier reckoned the power peaked at about 6,000 r.p.m., which is equivalent to 80 m.p.h. on that top gear, overgearing was not so drastic after all so far as maximum speed was concerned.

The modified D.M.W. proved to be an extraordinarily sprightly lightweight. The speed and acceleration figures quoted in the text were obtained with full roadster equipment

The clutch slip proved to be due to maladjustment, not overloading. And when Wal Phillips fixed it he put an 18-tooth sprocket on the gear box, thereby lowering top gear to 5.76 to 1. That hoisted maximum speed to 80 m.p.h. and gave a time of 18s for the standing-start quarter-mile with a speed of 70 m.p.h. over the finishing line. For readers who are unfamiliar with acceleration figures, those results are just about average for a *five-hundred overhead-valve four-stroke single*, as is the top speed.

Gearing seemed just about right for road work and maximum speed, but there is little doubt the figures for the standing quarter-mile could be improved a fraction by using the 17-tooth sprocket, though probably at the expense of a few knots in top speed. The engine readily accelerated beyond its peak in the indirect gears; the power was, of course, falling off then. But 7,000 r.p.m. were easily attained in bottom and second and just reached in third—which means 30, 50 and 70 m.p.h.

That D.M.W., you will agree, is no ordinary two-fifty two-stroke; the power increase is much more than one would expect from the 25 per cent boost in swept volume. Basically the modifications comprise the Meier-designed Vale-Onslow conversion kit for the 9E Villiers engine (66mm-bore cylinder with piston and head to suit), light-alloy attachments to make the crankshaft bobweights into full discs, and one of Wal Phillips' manifold-injection units.

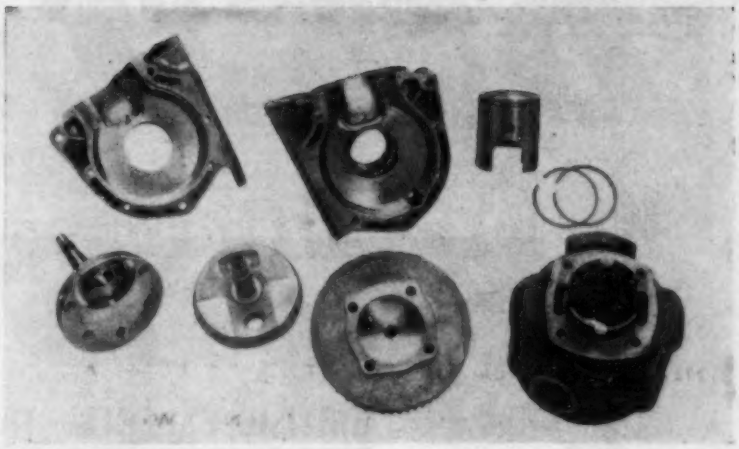
Since the conversion kit was designed for a 5,000 r.p.m power peak, Meier altered the port timing and lowered the secondary compression ratio slightly to push the peak farther along the engine-speed scale with a silencer fitted. By reducing the effective crankcase volume, the additions to the bobweights raise the primary compression ratio. And while the crankcase was apart, the inner sur-

faces were polished. The manifold injection unit is simply an induction pipe with a butterfly throttle interconnected with a fuel-metering cock gravity fed direct from the tank.

In case you don't remember the article, "Harnessing the Resonances," which he wrote in conjunction with Bernard Hooper (*The Motor Cycle* for 22 August 1957), Hermann Meier is a man who calculates the natural frequency of a two-stroke crankcase and the behaviour of pressure waves, and supplements that knowledge with a long experience of port shapes, sizes and so forth to produce a fundamentally efficient layout. To you and me, harnessing the resonances may sound airy-fairy, but I've ridden the converted D.M.W. and know the practical results match up to the theory.

The injector was taken from a Gold Star B.S.A. raced at Brands Hatch and other circuits by Ginger Payne. It has a bore of 1¼in and its length was altered to suit Meier's calculations. As a device for getting an engine on full song instanter it is next best to the prototype pressure-injection device I tried on a two-stroke N.S.U. in Germany a few years back. Starting, too, was really quick: just turn on the petroil and prod the kick-starter smartly—invariably the engine was singing when the pedal was only part way down the stroke. To stop the engine you simply close the tap and within a fraction of a second the engine is dead.

But that particular injector had one exciting fault. Two seasons of racing had worn the butterfly bearings enough to weaken the mixture at small throttle openings, so that for the first half-mile following a stone-cold start the device would operate properly only on full throttle. Fortunately I live on a by-road with a half-mile run to the main thoroughfare, and many a frantic dash the D.M.W. made along that stretch. Once the engine was the slightest bit warm the trait disappeared and I know from using a standard injector on a 197 c.c. Francis-Barnett two years ago that such behaviour is not normal.



Where the pep comes from. The cylinder barrel has very efficient porting, the bobweights are built up to full discs and the crankcase interior is polished. The piston cutaways clear the transfer ports

It is not surprising that such a highly efficient engine is fastidious as to diet. It consumes super-premium petrol mixed with six per cent of Castrol R (SAE 20). Expensive? Yes, but productive of the sweetest and most pulse-stirring smell ever devised by man. The engine was delightfully smooth at all speeds, while low-speed torque was such that snorting getaways called for no abuse of the clutch and individual firing impulses could be felt to tug at the transmission if the throttle was tweaked at low r.p.m.

Can you do this with your 9E, you ask? Well, you can buy a Vale-Onslow conversion kit for £18 18s; but remember Meier knew exactly what he was doing when he raised the exhaust-port height for the D.M.W. And in his calculations (including induction-pipe length) he took account of the reduced crankcase volume resulting from the bobweight attachments—which are not part of the conversion kit. As to the injector, these were available until recently from Wal Phillips at £4 5s upward according to size and pattern. But at present the design is being refined and negotiations are in progress for oversea manufacture—so, meanwhile, aspiring tuners must use a carburettor.

But I must add a word of warning The 9E power unit was designed to cope with 8.4 b.h.p. The engine in Wal Phillips' D.M.W. is pushing out about 22 b.h.p. If it were mine I shouldn't *feel justified in grousing* if I had to renew the crankshaft bearings or clutch plates now and then. But it would be worth it for those of us who like a bit of tinkering and a model that's different.

Motorway Code

Ministry of Transport Prepares for Tomorrow's Roads

NEARLY half a million copies of the Ministry of Transport's *Motorway Code* are being distributed. About 200,000 are now in the hands of road users in the Lancashire County Council area in readiness for the opening of the new 8.2-mile Preston Road tomorrow by the Prime Minister. The remainder are being sent out by the R.A.C. and the A.A. to members who ask for routes in that area.

It is recognized that riding or driving on motorways requires a different technique from that necessary on the majority of winding roads in Great Britain. Motorways have no sharp bends, roundabouts, traffic lights or cross-roads. All joining or leaving is done from the left and crossing traffic or right-turning vehicles are carried either above or below. Slow-moving traffic is excluded and, therefore, cycles, mopeds, invalid carriages, lorries with oversize loads and agricultural vehicles are not permitted on them, neither are learner drivers, horses, or other animals.

The Code lists simple rules on joining and leaving high-speed traffic streams, on lane discipline, overtaking and night driving on a motorway, on parking and stopping and on action to be taken in the event of breakdown or accident. Particular stress is given to keeping to the left-hand lane except when overtaking, to keeping a safe distance from the vehicle ahead (one vehicle-length clearance for every 10 m.p.h. of your speed—more at night and in rain or snow) and to parking only in the service areas provided.

A four-page leaflet, the Code is not on sale as a separate document. It is, furthermore, in the nature of a draft which may be modified in the light of experience and then incorporated in revised editions of the Highway Code.

Meanwhile, the Minister has included the essential requirements of the Code in "The Preston Bypass Motorway Traffic Regulations, 1958" (H.M. Stationery Office, price 4d net). The penalty for a breach of any of the regulations is a fine of up to £20 for a first offence.

Hailwood Hat-trick

NOTWITHSTANDING a practice accident in which he was brought off his two-fifty N.S.U. by a rider emerging from the paddock, Mike Hailwood put up a terrific performance on his first appearance at Capetown's Killarney road-race circuit last Saturday He won the scratch race in all three solo classes (250, 350 and 500 c.c.) and finished a gallant second in the 75-mile all-comers' handicap.

Still limping from his toss and with the N.S.U. looking rather battered in spite of hurried repairs by Mike and fellow riders, he was content to follow Roger McCleery (Triumph) for most of the 250 c.c. Race. Until the last lap, that is, when he swept ahead to win. Riding a Norton, Hailwood used similar tactics in the 350 c.c. Race, relegating Peter Lenton to second place in the later stages and equalling Dave Chadwick's lap record.

Highlights of the 500 c.c. Race were Hailwood's bettering of Geoff Duke's two-year-old lap record by 1s and a persistent challenge from Danie Joubert, the local champion who scored second place and fastest lap in the 1955 I.o.M. Clubman's T.T. Joubert eventually spilled in his frantic efforts to catch Hailwood, thereby letting Peter Harrhoff (Norton) into second place.

In the handicap race Hailwood rode his two-fifty but had to concede an almost impossible time margin. Undaunted, he reproduced the form which made him 250 c.c. South African champion last season and smashed the 250 c.c. record no fewer than four times before chasing J. Macdonald (Norton) over the line.

DUNLOP

FIRST

BRITISH EXPERTS' TRIAL

Both Premier Awards

BEST SOLO PERFORMANCE

G. L. Jackson—A.J.S.

BEST SIDECAR PERFORMANCE

F. Wilkins—Ariel

(Subject to official confirmation)

DUNLOP
built better
to last longer

Brothers Best

Willie and George Harris Tops at Agh Farrell Scramble

THE Harris brothers, Willie and George, took first and second places respectively in a very slippery Huet Cup Scramble run by the Irish M.C.C. at Agh Farrell, Co. Dublin, on Saturday. Many riders were in trouble and of 40 starters only 15 were still running at the end of the 15 one-mile laps. Five of them were excluded from the results for not following the correct course at one point, which left only ten finishers.

Longmarkers led for the first half of the race, but at that stage the middle and backmarkers were coming up very fast. Willie Harris (348 B.S.A.) had passed his brother, but George (497 Ariel) headed him and the field at the end of the eighth lap. Willie went hard after his brother, passed him on the ninth lap and went on to win by well over three minutes. Gerry Scarlett (197 Dot) came out on top after a hard tussle with fellow scratchman Freddie Dickson (252 Dot) and went on to take third place a minute behind George Harris.

Huet Scramble.—1, W. E. Harris (348 B.S.A.), handicap 1 lap and ½m, 45m, 5s; 2, G. C. Harris (497 Ariel), 1 lap and 2½m, 52m 38s; 3, G. F. Scarlett (197 Dot), scratch, 53m 41s; 4, C. Childs (497 Ariel), 2 laps, 54m 44s; 5, W. H. Russell (347 Matchless), 2 laps and ½m, 59m 57s; 6, E. Williams (497 Ariel), 1 lap, 60m 15s; 7, J. H. Archer (497 Ariel), 2 laps and 1½m, 60m 25s; 8, W. Johnston (197 Greeves), 1 lap and 2½m, 65m 43s; 9, P. Archer (197 James), 3 laps and 2m, 14 laps; 10, A. E. G. Moore (197 James), 4 laps, 13 laps. **Scratch Awards** (excluding first three finishers): **500 c.c.**—Childs. **350 c.c.**—Russell. **200 c.c.**—Johnston.

Meon Butterslide

THE Leamington Victory Club's Autumn Time Trial on Sunday was held at the club's Meon Hill scrambles course. So waterlogged and slippery were the ten sections that the course was reduced from 15 laps to six. The last hill—a long, greasy climb criss-crossed by tractor ruts—was so difficult that on occasion the majority of competitors were struggling there at the same time. Notable exceptions were Dave Langston (347 Ariel) who set up standard time and Bob Cooper (347 Ariel). Only eight riders finished the course.

Premier Award.—D. G. Langston (347 Ariel), 70 marks lost. **Runner-up.**—R. R. Cooper (347 Ariel), 107. **First-class Awards.**—J. Gleed (123 B.S.A.), 164; D. F. Shorey (498 Triumph), 169.

New Scottish Trial

AFTER two days of fog, a fine, clear day favoured the Stevenston Club's Ayrshire Trophy Trial on Sunday. A first-time event, the trial was highly successful and thoroughly enjoyed by all. Sections were of a natural character and resulted in an extremely heavy loss of marks.

Ayrshire Trophy.—A. M. L. McLean (497 Ariel), 66 marks lost. **Best Stevenston Member.**—W. D. Smith (197 D.M.W.), 74. **First-class Awards.**—W. J. Smith (347 A.J.S.), 82; J. Mulvie (347 A.J.S.), 92; R. L. Ashenhurst (497 Ariel), 96; W. Henry (498 Matchless), 100; G. W. Marshall (197 Sun), 107.

Double Five Scramble

A LAST-MINUTE entry for the Double Five Club's scramble at Jewel's Hill, Kent, last Sunday was John Giles (498 Triumph) who had motored swiftly back from the previous day's British Experts' Trial at Ludlow. He rode with such purpose over the greasy one-mile course that he won the Unlimited c.c. Senior Race after a brief tussle with Ian Horsell (498 A.J.S.) and then really went to town in the Handicap. He tore past the leader (and ultimate second-place man), A. W. Mayze (197 Greeves) when starting the last of the eight laps and went ahead so fast that he was able to coast home to victory.

Spirited riding at the Double Five Club's scramble at Jewel's Hill last Sunday. The rider in a hurry is D. R. Wheeler and his machine is a 197 c.c. Greeves

Members Handicap.—1, R. C. Randall (498 Matchless); 2, M. Jackson (197 Greeves); 3, A. J. Vince (347 Matchless). **250 c.c. Junior Race:** 1, A. W. Mayze (197 Greeves); 2, E. F. Stokes (199 Triumph); 3, D. L. Dormer (Francis-Barnett). **Over 250 c.c. Junior Race.**—1, Randall (Matchless); 2, B. D. Pigott (347 Matchless); 3, R. Batterahill (B.S.A.). **Sidecar Race:** 1, R. Rose (J.A.P.); 2, F. Darrieulat (B.S.A.); 3, B. E. McCarthy (A.J.S.). **Unlimited c.c. Senior Race.**—1, J. R. Giles (Triumph); 2, I. S. Horsell (A.J.S.); 3, J. F. Sheehan (Ariel). **Invitation Handicap:** 1, Giles; 2, Mayze; 3, Horsell.

Cleveland Mud-plug

MUD was the main theme of the Stockton Club's Lingfoot Cup Trial on Sunday. Four laps of a course in Cleveland had to be covered, starting and finishing at Blakey Ridge, and much of the course between observed sections seemed to be far more difficult than the actual sections. Many riders were seen to be plodding through oozy mud and one competitor at least tried to take the mire head first. Out of the 37 starters there were eight retirements.

Best Performance.—A. Clacker (197 Greeves), 15 marks lost. **First-class Awards.**—J. R. Sayers (199 Triumph), 20; R. Andrew (347 A.J.S.), 34; R. A. Hunter (197 Greeves) and R. J. Barker (197 Greeves), 37.

Aviakit U.S.-style helmet to A.C.U. specification

Adcock Wins

FOR the Nantwich Club's sporting trial on Sunday no fewer than 109 entries were received, including Stuart Graham, son of Les Graham, in his first competition. After the fog had lifted it turned out to be a fine day and the event, run over two laps of a 15-mile circuit, was much enjoyed. Eric Adcock (249 Dot) was an outstanding winner.

Best Performance.—E. Adcock (249 Dot), 4 marks lost. **First-class Awards.**—I. C. Shennan (199 Triumph), 12; J. Hartle (346 Royal Enfield), 16; R. Armadeo (197 Sun), 19; I. E. Williamson (347 Ariel), 23; W. A. Critchlow (197 James), 24; B. Hatton (497 Ariel) and C. E. Kaire (347 Matchless), 26; E. Sellars (497 Ariel) and M. Bowers (497 Ariel), 27; B. A. Dawson (249 Villiers), A. J. Allen (346 Royal Enfield) and J. T. Hughes (197 Norman), 29; J. Curtis (197 James), 30; O. Brackenden (197 Dot), J. K. Ward (197 Greeves) and D. R. Foskett (199 Triumph), 31.

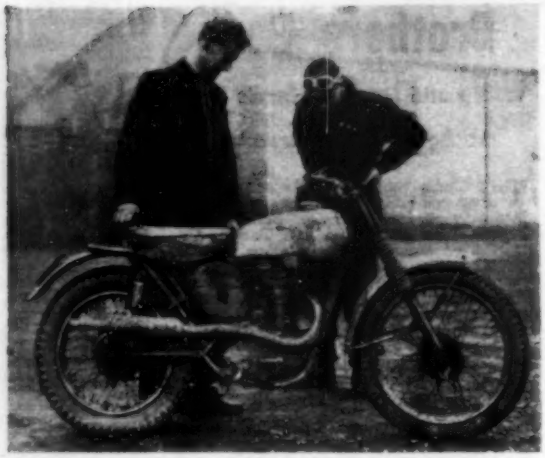
American Style

FIRST helmets of American style to be approved by the A.C.U. for road racing in Britain are two new models announced from the Cromwell and Aviakit concerns. Conforming to the B.S.I. 1869 specification, the helmets are alike in appearance and construction and feature an outer shell of glass-fibre plastic which is extended to give protection to the ears, temples and back of the neck. There is an inner lining of cork. The ear-piece extensions are padded with foamed plastic. Both have Terylene chin-straps and while the Aviakit helmet (named Trackstar Super) has a quick-release nylon buckle, Cromwells use a press-stud fastening. Including a 2s 6d charge for A.C.U. stamping, the price of the Trackstar Super is £4 15s and of the Cromwell £4 17s 6d. They are marketed respectively by D. Lewis, Ltd., and Britax (London), Ltd.

SPORTS NEWS

Dynamic Star

Impressions of a Brief Flip on Brian Martin's Prototype Two-fifty Trials Mount



Brian Martin and George Wilson with the B.S.A. at Ludlow last Saturday. Although the performance is so sprightly the engine is quite standard internally

AFTER the British Experts' Trial last Saturday Brian Martin swung into the Ludlow Cattle Yard, signed off and handed his prototype 249 c.c. C15 Star trials model over to me (writes George Wilson). What a machine! All-up weight—with oil but without fuel—is a mere 250 lb and the power output 15 b.h.p. The high power-to-weight ratio is evident the instant the right grip is tweaked.

But the most surprising factor is the *spread* of power. At plonking speeds there is genuine punch; a rugged he-man type of power that one expects from a three-fifty. I larked about with the B.S.A. for some time, letting it tick-tock gently in bottom and whacking open the throttle suddenly. The front wheel came up and no mistake!

A feature of B.S.A. competition engines through the years has been the impeccable way in which they have been prepared. The C15 Star follows the tradition. From idling to full chat the carburation is as clean as a whistle. A feature that surprised me, too, was the way the model could be stopped. In spite of all the water about on the course the brake linings were obviously dry.

The differences from standard are not great. Additional ground clearance is obtained by fitting bigger wheels—tyre sizes are 3.00 × 20in up front and 4.00 × 18in at the back. To accommodate the larger-section rear tyre a new pivoted fork has been made up with the arms splaying outward slightly from the pivot. The front fork is from an older C-type B.S.A. with special top and bottom yokes made up to provide steeper rake and increased trail. An upswept exhaust pipe, a light-alloy tank, a shortened gear pedal, trials footrests placed well back, a modified kick-starter and an abbreviated version of the standard twin-seat complete a very, very businesslike picture. In fact, it is so businesslike that ere long sister models of Martin's will be ridden by the entire B.S.A. team!

Not Attending

THE SOUTH-MIDLAND CENTRE will not this year be represented at the conference of centres, known more tersely as the "Birmingham Conference." The meeting, which has taken place for many years, is entirely unofficial yet many of the decisions have had far-reaching consequences. For instance, successful lobbying has ensured election of officers of the Union at subsequent official meetings. In a letter to the secretary of the conference, Harry Clenshaw, the South-Midland chairman, says that his centre board considers the pre-election of officers to be wrong; and even more wrong that centres should be bound to support nominees. He goes on: "As we have told the conference before, a useful purpose could be served by this meeting of centres and by the exchange of views and experiences on the practical administration and organization of competitions, and the ironing out of local difficulties. Each and every centre can learn not only from its neighbours but from others with which it seldom comes in contact. There is time for the elections at the council meeting but there is not time to discuss practical problems. When the 'Birmingham Conference' agrees that centres need not be bound by decisions reached at what is, after all, an unofficial meeting and when it widens its scope, then the South-Midland Centre will be pleased to reconsider its decision."

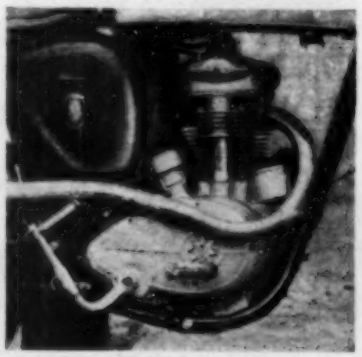
South Island's Win

IN NEW ZEALAND'S annual North v. South scramble, held on November 16, the South Island team scored a first-time victory with 260 points to the North's 199. Days of sunshine preceding the meeting dried out the ¼-mile course at Clarkville, near Christchurch, and although 15,000 gallons of water were sprinkled on the circuit the previous day, racing produced a dust pall. The South team dominated the lightweight and junior classes but Ken Cleghorn (A.J.S.), North Island, was highest individual points scorer in the 500 c.c. races.

Down and Up

INSURANCE RATES for landowners' indemnity cover have been reduced and a new schedule of premiums has been issued. Club secretaries can obtain the details from centre secretaries or direct from A.C.U. headquarters. The price of A.C.U.-supplied admission tickets has had to be increased owing to the higher costs of printing and postage. The following prices now apply: double-disclaimer tickets (printed in various admission prices), 6s a thousand; single-disclaimer tickets (with no admission prices), 3s 3d a thousand; the prices include post or carriage charges. The special warning and prohibition notices for use at speed events are obtainable from the A.C.U. at the following prices: on manila card, 9d each; on paper, 4½d each.

The C15 Star power unit. Bore and stroke are 67 × 70mm. The cylinder head is in light alloy



VENUE for the 1959 A.C.U. National Rally is Great Yarmouth, Norfolk. Dates are July 18 and 19.

PRIZE MONEY for those finishing in 16th to 20th places in the Junior and Senior T.T. Races is increased from £15 to £20—not from £15 to £35 as announced last week.

IN NEXT SATURDAY'S Manville Cup Trial—last but one of the 1958 "nationals"—the 105 entrants will be set to cover a 50-mile course in Warwickshire. The start at 9.30 a.m. will be from the Red Lion, Atherstone, some 14 miles from Coventry on A5. Among those taking part are British Experts' solo winner Gordon Jackson, the Brittain brothers and Peter Stirland, Jeff Smith, John Giles, Brian Martin and numerous other factory stars.

THE ROOKERY CLUB has recently formed a moto-ball section. Eleven machines are ready for action and others are in the process of preparation. The club has its own ground behind the Rookery Café, Great North Road, Hatfield, and work on the pitch is so far advanced that only the goalposts have still to be erected. Several practice periods have been held. Clubs interested in arranging fixtures should write to P. A. Dart, 29, Lullington Garth, Woodside Park, Finchley, London, N.12.

ALREADY PLANS are well advanced for the Esso Scoot to Scotland to be organized by the Motor Cycling Club on May 15 and 16. From nine starting points in England and southern Scotland competitors will converge on Harrogate for breakfast (Whit Saturday, May 16) from where competitors will follow a common route to the Yorkshire moors, the Lake District and the Southern Uplands to Edinburgh. Entry forms will be distributed towards the end of next February and will be available from Miss K. B. Lunnis, Flat 3, 74, Bolsover Street, London, W.1.

YET ANOTHER Yorkshire scramble is to be televised by A.B.C. The meeting is to be organized by the West Leeds Club and will take place at Post Hill, on the outskirts of Leeds, on Sunday. A shorter course than usual is to be used and, instead of leaving the freak climb before the summit, riders will go up and over the top—over the steepest section. Racing begins at 1 p.m. and the telecast, on Northern and Midlands regions, at 1.30 p.m. Programmes, price 1s, are available from R. Barker, 90, Blue Hill Crescent, Leeds, 12. The Wakefield Club is also holding a TV scramble at Bentley Springs next month. It will be a one-day meeting on December 21.

Next Stage

Minister Appointing Examiners for Vehicle Testing Scheme

VEHICLE tests were brought a stage nearer on Monday when the Minister of Transport invited applications for appointments as authorized examiners. Application forms can be obtained from the regional transport commissioner at any traffic area office or from the Ministry of Transport and Civil Aviation (VRT division), Berkeley Square House, London, W.1.

No limit will be placed on the number of testing stations in any area; the sole criterion will be the suitability of the premises, equipment and personnel. Authorization may cover all classes of vehicle subject to test or be confined to one particular class, such as motor cycles.

Initially the testing will be compulsory annually only for all privately owned vehicles and certain goods vehicles which are not less than 10 years old, but it is envisaged that eventually the scheme will be expanded to cover all vehicles irrespective of age. Testing will be confined to the efficiency of brakes, steering and lighting equipment and the fee charged will be 10s 6d for solo motor cycles and 15s for all other vehicles. One shilling of the fee goes to the Ministry of Transport to cover the cost of the certificate and other adminstrative expenses.

Once the appointment of a sufficient number of examiners has been completed the scheme will come into operation; about midsummer is the suggested time.

Winter Fun

FOUR new Castrol 16mm colour films, two of which were shown at the Streatham Club's Midnight Matinee during Show week, are now available for loan to clubs. Two are motor-cycle films and two car films and those covering two-wheelers are classics of their type. The first, entitled "Two-wheel Trio," deals with the 1958 Cotswold Cups Trial, the Isle of Man Scooter Rally and a real highlight—the Italian Moto-Cross Grand Prix at Imola. The commentary is by Nevil Lloyd and running time is 32 minutes.

Many of the faults found in present-day trials are covered by "Trial and Error." Shot at Bordon, Hants, the film is instructive yet entertaining and pin-points common slip-ups in course-plotting, observing and marshalling. Written by Harry Louis (editor, *The Motor Cycle*) the commentary is again by Nevil Lloyd. Running time is 12½ minutes.

Although the other films deal with cars they are full of interest and excitement for speed enthusiasts. "On the Limit" (14½ minutes) presents a graphic picture of the production-car race at the 1958 British Grand Prix, and "Grand Prix d'Europe 1958" (26½ minutes) tells the story of the Belgian Grand Prix at Francorchamps. Commentaries for both are by Raymond Baxter.

Applications should be addressed to Castrol Film Library, 46, Grosvenor Street, London, W.1.

Tough Assignment

NEW attempts are to be made to lessen London's peak-hour problems of congested roads and overcrowded public transport. The Minister of Transport has appointed the London Travel Committee to "take action on the widest possible front." The committee is to deal directly with as many of the issues as it can and to report to him when it is considered that government action is required.

The chairman, Alexander Samuels (who is also chairman of the London and Home Counties Traffic Advisory Committee), has a number of schemes in mind. Among them are flyovers at cross-roads, more car parks, express coach services, more staggering of working hours and better use to match inflow and outflow of wide arterial roads—for example, in the mornings three lanes would be used by incoming traffic and one for outgoing and vice versa in the evenings.

FREE

ARE you a perfectionist? Do you strive to keep your engine in tip-top tune? You do? Then you will want the degree timing disc given free with next week's issue of *The Motor Cycle*. It is full page-width size and can be cut out for mounting on a piece of board or aluminium sheet. How the disc should be used and other wrinkles on accurate timing of ignition and valves are dealt with by Vic Willoughby in another edition of his Rider to Rider series. Make sure you get the disc by ordering next Thursday's issue now.

Bob Currie writes on a topical theme—Christmas presents—and offers a wide selection of suggestions. Peter Fraser gives his impressions of the new Francis-Barnett 249 c.c. trials model, sports reports will cover the Press Trial and the Manville, and all the popular regular features will be included.

Next Week

READERS' CORNER.—*Experiences Wanted.*—D.W.T. (Stoke on Trent): attaching a Swallow Jet 80 sidecar to a 1956 Triumph Tiger 100.

ON the Cromwell Road extension, London, two further lengths of road are now subject to the 40 m.p.h. (instead of 30 m.p.h.) speed limit. Almost the whole of the completed part of the extension from Hammersmith to Chiswick now has the higher limit.

ANOTHER film show arranged by the Bethnal Green Club will take place tomorrow (Friday). Films will include "Thruxton Marathon," "Rendezvous at the Ring," "Flying Ice" and "Tulip Rally 1954." Venue is Oxford House, Mape Street, Bethnal Green, London, E.2.

SEVEN-DAY-A-WEEK service for scooter and moped owners has been introduced by Eversheds of Bognor Regis. The scheme is intended to meet the needs of those who cannot possibly take in their machines during normal working hours. Eversheds are agents for N.S.U.s.

A NEW drive-on, drive-off ferry, *Maid of Kent*, for the cross-Channel service was launched last Thursday at Dumbarton. Intended for the Dover-Boulogne route, the ship will accommodate 180 cars, 30 motor cycles and a number of coaches, and will also provide accommodation for 1,000 passengers.

WORK is expected to start shortly on building the Oxford Western Bypass. When the road is completed in 1961 there will be an almost complete ring of bypasses around Oxford, including the northern and southern routes finished before the war and the Eastern Bypass now nearing completion. It is hoped eventually to close the ring by building an extension to the Southern Bypass to link with the Eastern Bypass and also with the Abingdon road, A34, and the Henley road, A423. A northward extension to the Western Bypass to join it to A423 and A43 is planned.

EXTENSIONS to the Hillingdon showrooms of Bob Keeler, Ltd., at 12-16, New Broad, Uxbridge Road, have increased the floor area to some 3,000 sq ft. A second-floor showroom of similar size is under consideration.

STOCKS of Basil Brindley's book "On Two Wheels and Four" mentioned in our issue for November 6 are now exhausted and no further orders can be accepted. The next edition is expected to be available in January.

IN a Godfrey's advertisement appearing on page 19 of *The Motor Cycle* for November 20, the address was inadvertently given as 427, London Road, Croydon; in fact, the address is 427, Brighton Road.

ALL Rumi scooters are fitted with four-speed gear boxes, not three as detailed in our buyers' guide published on November 20. The Tipo Sport is equipped with 3.50×10in tyres instead of 4.00×8in tyres as on the Little Ant and Little Ant E.

WITH the opening of a special sidecar department, Pride and Clarke have permanently on show over 100 bodies and a wide range of chassis; almost every make on the British market is represented. The address is Stockwell Rd., London, S.W.9.

NOMINATION forms for the Sportsman of the Year ballot now appearing in *The Daily Express* must resch The Daily Express National Sports Ballot, Fleet St., London, E.C.4, by next Monday, December 8. The results will be announced on December 10. Geoff Duke is the only motor cyclist who has ever won the trophy—in 1951.

TRAINING SCHEME.—Next course for learners organized by the Rochester, Chatham and District Club under the R.A.C.-A.C.U. scheme starts at 9 a.m. next Sunday at Acorn Wharf, Corporation Street, Rochester, Kent. Details can be obtained from R. N. McKenzie, 21, Warden Road, Rochester.

FRIDAY, December 12, is the date for Fron Purslow's eighth annual party; proceedings begin at 7.30 p.m. Always a huge success with riders and trade representatives, the party takes place this year at the Majestic Ballroom, Wellington, Shropshire, and includes a Shell and B.P. film show. Admission is free but by ticket only. Tickets may be obtained from Fron Purslow Motor Cycles at Abbey Foregate, Shrewsbury; King Street, Wellington; or St. Mary's Street, Bridgnorth.

IN celebration of the 60th anniversary of the founding of Villiers, an exhibition of machines and equipment with Villiers and J.A.P. engines is to be held at the Royal Horticultural Society's New Hall, Greycoat Street, London, S.W.1, on January 7, 8 and 9. Among the displays will be roadster, competition and speedway motor cycles and scooters, mopeds and three-wheelers. There will be no charge for admission and the exhibition will be open from 10 a.m. to 8 p.m. on January 7 and 8 and on January 9 from 10 a.m. to 4 p.m.

REGULATIONS are available for the Irish Experts' Trial (December 13). Eligibility is restricted to those who have won a premier award in a trial counting towards the inter-club championship since 1 January 1956; a premier, capacity-class or first-class award in the Hurst Cup or Patland trials since 1 January 1956; one of the first 25 places in the M.C.U.I. Inter-Club Trials Championship of the 1957-58 season; any Irish or British rider who was eligible for the 1958 British Experts' Trial; any previous winner of the trophy. Entries close December 8. Secretary is R. R. Thompson, c/o Dublin and District M.C.C., 37, Exchequer Street, Dublin.

THIS week two of our associated journals are publishing particularly interesting issues. Yesterday's *Amateur Photographer* has a feature devoted to suggestions for Christmas presents and includes details and prices of cameras, projectors, enlargers, accessories and photographic equipment of all kinds at prices ranging up to £10. *Flight*, published tomorrow, presents an extremely comprehensive survey of all ballistic missiles with authoritative articles on missile design, development and use. Standard prices apply (1s 3d for *Amateur Photographer* and 1s 6d for *Flight*) and copies can be obtained from newsagents or direct from Dorset House, Stamford Street, London, S.E.1.

CLUB NEWS

ALPERTON AND WEMBLEY.—December 5: Monthly general meeting (Swan, 8.30). 7: Follow the leader (Ace, 10.30). **A.M.C. Owners** (Bristol).—December 4: Business meeting (Rising Sun, 7.15). (North Surrey).—New headquarters: Red Lion, Bletchingley, near Godstone; all A.J.S. and Matchless owners are welcome on Thursday evenings. Acting secretary: F. Harris, 1, Prince Road, Selhurst, Surrey. **Ariel Owners.**—December 4: Film show (H.Q., 7.30). **Avon Valley.**—December 10: Technical discussion (H.Q., 7.30).

Barnet.—December 4: Club night (Assembly Rooms, Union Street, 8). **Batley.**—December 4: Darts and dominoes (H.Q., 8.30). 7: Braking and acceleration test (2). **Birmingham 30.**—December 5: Dance (Wheatsheaf, Sheldon, 8). **British Two-Stroke.**—December 5: Tombola (Crown and Sugar Loaf, 8.15). 7: Traders' Trial (Cambridge roundabout, 9.15 and Green Man, Great Offley, 10.30). **Broughton and Bretton.**—December 4: One-make night (H.Q., 7.30). **B.S.A. Owners.**—It is proposed to form a club exclusively for B.S.A. riders; those interested are asked to write to E. G. Davies, 11, Rathcoole Avenue, London, N.8. **Bulldog.**—For the first time for many years the annual dinner was not held at Oakwood but took place at the Sparrow Hawk in Edgware on November 22. Members and guests totalled about 80 and a notable visitor was Eric Oliver, four times world's sidecar champion.

Clifton Combination.—Prospective members who drive sidecar outfits are welcome at meetings held every Tuesday at 7.30 p.m. at Fairham Hotel, Clifton Estate, Nottingham. Secretary: L. J. Swift, 6, Conifer Crescent, Clifton Estate, Nottingham.

Derby Phoenix.—December 5: Dinner, dance and awards presentation (Grandstand Hotel, 7.30). 7: Working party (scrambles course). 8: Film show (Osmaston Park Hotel, 8). **Devonport.**—December 5: Games (H.Q., 8). 7: Brixham (Coypool, 2). **Dittons.**—December 4: A.G.M. (Anglers, Teddington, 7.30). 7: Willy's Wander (Hampton Court, 2.15). 9: Committee meeting (Anglers, 8).

East Acton.—December 7: Marshals' run (Duke of York, 9.30). 10: Film show (Duke of York, 8). **Eltham.**—December 5: Dance (Northover Hotel, Whitefoot Lane). 10: A.G.M. (H.Q., 8.30). **Forces.**—It has now been decided that for motor cyclists there shall be special membership at half the normal annual subscription of £1 10s. The only loss of privileges is that motorcycle members will not be eligible to drive in car events and they must undertake to assist in the organization. Details from W. E. Thornton-Bryar, 8, Rosoman Street, London, E.C.1. **Ford Sports.**—December 7: Trial (Reg Smith's, 11). **Grove Park.**—December 7: Trial (Badgers Mount, 10.30).

Hanwell.—December 4: Monthly general meeting (H.Q., 8). **Harrogate.**—December 4: Discussion and briefing (Adelphi Hotel). 7: Buchanan Trial (H.Q., 2). **Hillingdon and Uxbridge.**—December 4: Club night (Old Treaty house, 8). 7: Gold Hill Scramble (Chalfont St. Peter, noon).

Ilkeston.—December 7: Houlton Cup Trial (Burnt Stump Hill, 11). **Ipswich.**—At the annual dinner, dance and presentation of awards the club was praised by the deputy mayor, R. Ratcliffe, for its high safety record (and for the fact that no member had been convicted of any traffic offence during the past 12 months. Replying, Dr. F. Weiner, the president, said that 1958 had proved one of the most successful years in the club's history. Particular tribute was paid to Dave Bickers whose achievements gave him runner-up position in the Pinhard Prize contest. Next year marks the club's golden jubilee.

Jersey.—No fewer than 11 trophies were presented to Alan Daghorn at the annual dinner on November 20. Another rider to collect a big array of awards was J. Lees-Baker. Among those attending were the new Lieutenant Governor of Jersey, Sir George Erskine, with Lady Erskine and the Bailiff of Jersey, Sir Alexander Coutanche. For the Lieutenant Governor and his wife it was their first official engagement in the Island. **Kings Norton.**—December 5: Monthly general meeting (H.Q., 8).

L.E. Velo (Essex).—December 10: Social (5, Lilac Avenue, Wickford). (London).—December 5: Club night (Chevrons Club, Dorset Square, 8). (Manchester).—December 7: Lunch (Delph Tea Gardens, Parbold, noon). (Merseyside).—December 7: Lunch (Delph Tea Gardens, 1); (Midland).—December 8: Club night (Friends' Institute, 7.30). **Leatherhead.**—December 4: Club night. **Leavesden.**—December 8: Club night (Three Horseshoes, 8). **Liverpool Imperial.**—December 6: Dinner and dance (Stork Hotel, 6.30). 9: A.G.M. (H.Q., 8.30). **London Douglas.**—December 5: Club night (H.Q., 8). 7: Run (Crystal Palace, 2). **London Scooter.**—December 7: Ashdown Forest (Henly's Corner, 9.30 and Blue Cockatoo, 9.45). 9: Theatre visit. **London Touring.**—December 7: Oxford (Ace, 10). **Louth.**—December 5: Dinner, dance and awards presentation (Town Hall, 7.15) and midnight matinee (Playhouse, 11.30).

Manchester Ace.—December 7: Run (Great Bridgewater Street, 10.30). 8: T.T. match (H.Q., 7.30). **Manchester Eag'e.**—December 7: Helsby Head (Princess Parkway, 11). **Manchester Lambretta.**—December 4: Dance (Odeon, Whalley Range, 7.30). 8: Christmas fair. **Manchester Vagabond.**—December 7: Castleton (Gateway Hotel, East Didsbury, 10.30). **Manor.**—December 7: Science Museum (H.Q., 1). 8: Any questions (8). **Mid-Herts.**—December 4: Club night, 5: Dinner and dance (Hatfield Memorial Hall, 7.30). **Mohawk.**—December 5: Club night (8). **Moat' Christie.**—December 7: Ramble (Woodbine, 10). 10: Games (Woodbine, 8).

Newington Rovers.—December 5: Club night (Mildmay Club, 8). **North-East London.**—December 4: Club night (Crooked Billet, Chingford Road, Walthamstow). 6: Dinner and dance (Alexandra Palace, 6.30). 7: Novice Trial (Beaman's Garage, High Cross, near Ware (observers 9.30, start 10.30). **Norwood.**—December 7: Brighton (Crystal Palace Parade, 10). 10: Film show (H.Q., 8.30). **Nottingham.**—December 7: Houlton Trial (Leapool, 10.30). 10: Darts (8.30). **Nottingham Tornado.**—December 7: Houlton Trial. 10: Club night (Beechdale Hotel).

Panther Owners.—December 7: West Wycombe (Ace, 10). 10: Club night. **Pendennis.**—December 5: Film show (Co-operative Hall, Falmouth, 7.30). **Plymouth Touring.**—December 4: Film show (H.Q., Biggin Hill, 7.30). 7: Classiwell Pool (Stadium, Pennycross, 2).

Reading All-scooter.—December 9: Club night (River Club, 8). **Rotherham.**—December 4: Dinner and awards presentation (Crown Hotel, Bawtry). **Royal Enfield Owners.**—December 5: Film show (H.Q., 7.30). 7: Surrey Sidecar trial (Hand in Hand, Box Hill, 9). **Rudge Enthusiasts.**—December 7: A.G.M. (Hoop and Grapes, 7.30).

Saints.—December 10: Club night (St. Andrew's Boys' Club, 8). **St. Albans.**—December 9: Talk by Mick Woollett (Camp Hotel, 8). **Slough.**—December 4: Club night (41, Albert Street, 8). **South Liverpool.**—December 7: Run (Tunnel, 10). **Southampton Vikings.**—December 6: Dinner (St. Denys Rowing Club, 7). **Southern Triumph Riders.**—December 5: Film show (H.Q., 8). **Sunbac.**—December 10: A.G.M. (Chamber of Commerce, New Street, Birmingham, 7.30). **Surrey Sidecar.**—December 7: Committee Road Trial (Hand in Hand, Box Hill, 9.15). 10: Natter night (Hand in Hand, 8).

Triumph Owners (Epping Forest).—December 9: Film show (H.Q., 7.30). (Leicester).—December 6: Manville Trial (Red Lion, Atherstone, 10). 7: Warwick (Granby Halls, 2). 10: Film show (Bedford Hotel, 7.30). (North London).—December 5: Technical lecture (H.Q., 8). 7: Snowball run (Glanfield's, noon). (North West London).—December 7: Buckinghamshire (L.E.F., 10.30). 9: Maintenance talk (H.Q., 7.30). (West Middlesex).—December 7: Holly run (H.Q., 9.30). (Wolverhampton).—December 4: Recruitment drive (West End Car Park, Birmingham, 3.30). 7: Science Museum (Birmingham). 8: Film show (H.Q., 8). **Triumph Owners of North West Kent.**—December 9: Raffle (H.Q., 8).

Vagabonds.—December 5: Dance (Falcon, 7). 8: Club night (Bull's Head, Turnford). **Vincent H.R.D. Owners** (Cambridge).—December 4: Club night (Trinity Foot). (Coventry).—December 5: Film show (Phantom Coach). (Derby).—December 4: Club night (Osmaston Park Hotel). (Essex).—December 5: Club night (White Hart, Chelmsford). (North London).—December 9: Club night (George, Holmes Road, Kentish Town). (Oxford).—December 5: Club night (Chequers, Horspath). (South London).—December 5: Club night (T.A. H.Q., Catford). (Southampton).—December 4: Club night (Compass Inn, Winsor). (Surrey).—December 9: Club night (Hand in Hand, Box Hill). (West London).—December 8: Club night (Ickenham Community Centre).

Wandsworth.—December 6: Dinner and dance (Fountain Hotel, Garratt Lane, Tooting). **Waterloo.**—December 10: Dinner and awards presentation (Blundellsands Hotel, Liverpool, 23, 8). **Warling Association.**—December 7: Traders' Trial (Queen of Hearts, 9.15). **West Essex.**—December 7: Edenbridge (Blackwall Tunnel, south side, 10). 8: Records (H.Q., 8). **West Leeds.**—December 4: Film show (H.Q., 7.30). 6: Working party (Post Hill, 9 and 2). **West London.**—December 4: Film show (H.Q., 8). 7: Claude Rye event (Hanger Lane, 10). **West Middlesex Amateur.**—December 8: *Daily Mirror* visit. 10: Film show (Vine). **Weybridge.**—December 7: Trial (Woking six cross-roads, 10) **Wood Green.**—December 7: Novice Trial (Beaman's Garage, High Cross, near Ware, 10.30) **Woolwich.**—December 4: Discussion (H.Q., 8). **Worthing Eagle.**—December 4: Meeting (H.Q., 8). **Yeo Vale.**—December 4: Skittles (H.Q.).

THE CLUBMAN

Important Events

Saturday, December 6.—Warwickshire: National Manville Cup Trial, Red Lion Hotel, Atherstone (A5), 9.30 a.m.

Sunday, December 7.—Kent: Man of Kent Trial, Stonebridge Inn, Woodchurch, near Tenterden, 10 a.m. C.S.M.A. Sporting Trial, Brands Hatch Pavilion, near Fawkham, 10.30 a.m. **Yorkshire:** Williamson's Nightmare Trial, Gandale Moor, near Catterick, 10.30 a.m. Scramble, Post Hill, Farnley, near Leeds, 1 p.m. **Somerset:** Hookway Trial, Round House, Exebridge, 1 p.m. Barton Trial, Mendip Service Station Gurney Slade (A37), 10.30 a.m. **Essex:** Trial, Oakdene Café, Swann Street, Sible Heddingham, 11 a.m. **Hertfordshire:** Novice Trial, Beaman's Garage, High Cross, near Ware (A10), 10.30 a.m. Traders' Trophy Trial, Green Man, Great Offley, on the Luton-Hitchin road (A505), 10.30 a.m. **Derbyshire:** Trial, Dove Head Garage, four miles from Buxton on the Buxton-Leek road, 11 a.m. **Shropshire:** Midland Centre Group Trial, Longville Hotel, Longville, near Much Wenlock, 10 a.m. **Dorsetshire:** Priory Trial, Lyscombe Farm, on the Piddletrenthide-Cheselbourne road near Dorchester, 11 a.m. **Monmouthshire:** Saunders Trial, Park Gates Garage, Pontypool, 11 a.m. **Nottinghamshire:** Houlton Trial, Burnt Stump Hill, seven miles from Nottingham on the Mansfield road, 11 a.m. **Denbighshire:** Trial, Plough Inn, Llandegla, near Wrexham, 10 a.m.

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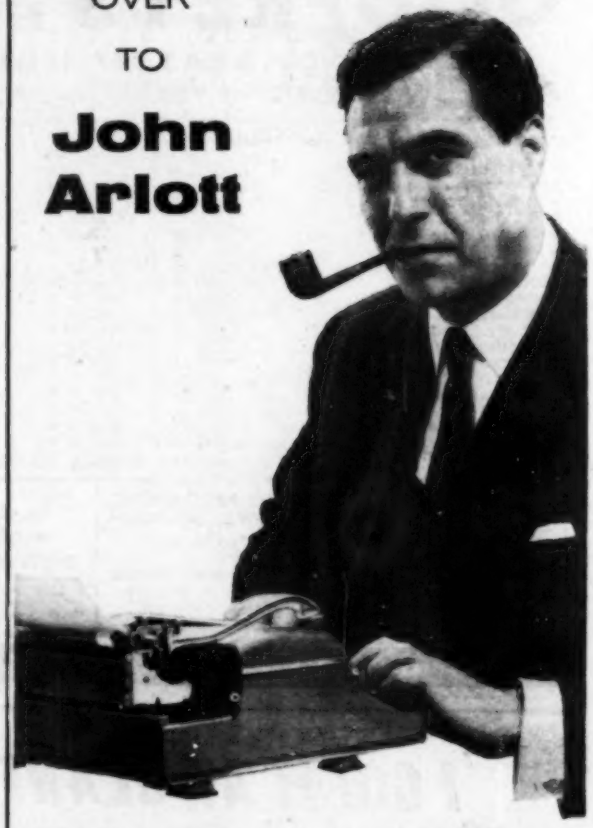

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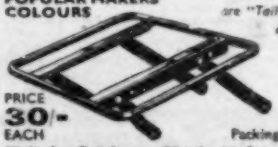

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1949	**A.J.S.**, 500 c.c. O.H.V., legshields, screen	£59 10
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£85.—1953 500cc 18S recent AMC overhaul; below.

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A.J.S., 1953, twin, mechanically sound, excellent condition; £110.—Amherst 0818 after 6 p.m. or weekends. [8859

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WHITBYS OF ACTON.—New models in stock; exchanges, h.p., spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R

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£29	10	Combinette, '56, 49 c.c. de luxe Mop.	£4	£1	5	8
£29	10	N.S.U., '55, 49 c.c. 2-spd. Quickly ..	£4	£1	5	8
£35	10	Mobylette, '56, 49 c.c., auto clutch	£4	£1	9	5
£39	10	Hercumotor, '57, 49 c.c. de luxe ..	£4	£1	13	4
£39	10	Mobymatic, '57, 49 c.c., auto gears	£4	£1	13	4
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£89	10	Vespa, '57, 125 c.c., pillion, screen	£9	£4	1	9
£99	10	Lambretta, '56, 150 c.c. LDB d/l.	£10	£4	11	1
£109	10	Vespa, '56, 150 Gran Sport	£11	£5	0	2
£109	10	Lambretta, '57, LDB, pillion	£11	£5	0	2
£109	10	Progress, '57, 200 c.c. Super Scoot.	£11	£5	0	2
£119	10	D.K.R., '58, 150 c.c. Villiers Dove	£12	£5	9	4
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B.S.A., '55, 125 c.c. D1 Bantam, spgr.	£49	10
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B.S.A., '48, 500 c.c. O.H.V. A7 de luxe Twin	£49	10

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James, '56, 150 c.c. Villiers "Cadet," s/arm	£59	10
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F.-Barnett, '56, 150 c.c. Villiers, s/arm, spgr.	£59	10
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GODFREYS, Ltd.—Ambassador dealers all depots—see display advert. [C1052/R

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S. A. COLES, Ltd., for large stock of post-war Ariel spares.—364-368, High Rd., Leyton, E.10. Ley. 7171. [S1017/R

WHITBYS OF ACTON.—All Ariel, Burman, Amal spares.—263, Acton Vale, London, W.3. She 5765. [S1128/R

WRITERS Ltd., the largest Ariel spares stockists. Kennington Cross, London, S.E.11. Reliance 1362. [0243/R

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

HARWOODS OF RICHMOND.—100% Ariel spares stockists.—14, 16, 18, Kew Foot Rd., Richmond, Ric. 2045. [S1060/R

O'NEILL BROS., Ltd.—All post-war spares in stock, also Burman, Amal, Lucas full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179

CLAUDE RYE, Ltd., Ariel specialists.—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/1/R

PRIDE & CLARKE.—New and second-hand spares; quotations and part by return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. Brl. 6251. [S1098/R

KAYS OF EALING, Ltd., Ariel spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing W.5. Eal. 2367. [S1075/R

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1300. Vast range of Ariel spares; call or send c.o.d. [S1169/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R

GODFREYS, Ltd.—Ariel and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641. 208, Portland St., W.1. Rus. 4652. 419, Romford Rd., Forest Gate, E.7. Gra. 1234. [S1052/R

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Ariel, '52, 500 c.c. O.H.V. Model Red Hunter, spgr.	£69	10
Sunbeam, '51, 500 c.c. O.H.V. 87 Luxury Twin, spgr.	£69	10
Triumph, '49, 500 c.c. O.H.V. Speed Twin, sp. hub	£69	10
B.S.A., '50, 500 c.c. O.H.V. A7 de luxe Twin, spgr.	£69	10
Norton, '52, 500 c.c. O.H.V. Model ES2, spgr.	£69	10
James, '55, 197 c.c. Villiers Captain de luxe, s/arm	£69	10
F.-Barnett, '55, 197 c.c. Villiers de luxe, s/arm	£69	10
B.S.A., '57, 150 c.c. D3 Bantam Major, s/arm	£69	10
Matchless, '51, 500 c.c. O.H.V. Model G.80S, s/arm	£69	10

£9 DEPOSIT—24 PAYMENTS OF £3/13/11

Triumph, '51, 500 c.c. O.H.V. Speed Twin, sp. hub	£79	10
Sunbeam, '52, 500 c.c. O.H.C. S8 Sports Twin, spgr.	£79	10
F.-Barnett, '57, 150 c.c. Villiers, s/arm, spgr.	£79	10
Tandem, '57, 197 c.c. Villiers, s/arm, M.F. forks	£79	10
Sunbeam, '52, 500 c.c. O.H.C. 87 Luxury Twin, spgr.	£79	10
Norton, '52, 500 c.c. O.H.V. Dominator "7" Twin, spgr.	£79	10
Guzzi, '57, 98 c.c. Super Sports Zigolo, s/arm	£79	10
Norton, '52, 500 c.c. O.H.V. Model ES2, spgr.	£79	10
B.S.A., '50, 650 c.c. O.H.V. Golden Flash, spgr.	£79	10
Triumph, '50, 500 c.c. O.H.V. Tiger 100 Twin, s/hub	£79	10
B.S.A., '51, 500 c.c. O.H.V. A7 de luxe Twin, spgr.	£79	10

£9 DEPOSIT—24 PAYMENTS OF £4/2/-

Matchless, '52, 350 c.c. O.H.V. Model G.3LS, s/arm	£89	10
Norton, '52, 500 c.c. O.H.V. Model ES2, spgr.	£89	10
Ariel, '51, 350 c.c. O.H.V. Red Hunter, s/arm, spgr.	£89	10
B.S.A., '53, 350 c.c. O.H.V. Model B.31 de luxe, spgr.	£89	10
Triumph, '51, 500 c.c. O.H.V. Tiger 100 Twin, s/hub	£89	10
F.-Barnett, '55, 225 c.c. Villiers Cruiser, s/arm	£89	10
Triumph, '52, 500 c.c. O.H.V. Speed Twin, sp. hub	£89	10
R. Enfield, '55, 250 c.c. O.H.V. "Clipper," s/arm	£89	10
Matchless, '53, 500 c.c. O.H.V. Model G.80S, s/arm	£89	10

£10 DEPOSIT—24 PAYMENTS OF £4/11/-

A.J.S., '52, 500 c.c. O.H.V. Model 20 Twin, s/arm	£99	10
R. Enfield, '54, 700 c.c. O.H.V. Meteor Twin, s/arm	£99	10
B.S.A., '48, 175 c.c. Super Bantam, s/arm	£99	10
Panther, '57, 197 c.c. Villiers, s/arm, spgr.	£99	10
F.-Barnett, '56, 225 c.c. Villiers Cruiser, s/arm	£99	10
James, '57, 197 c.c. Villiers, s/arm, spgr.	£99	10
B.S.A., '56, 250 c.c. O.H.V. Model C.11, s/arm	£99	10
Triumph, '52, 500 c.c. O.H.V. Tiger 100, sp. hub	£99	10
Douglas, '57, 350 c.c. O.H.V. Dragonfly, s/arm	£99	10
Triumph, '51, 650 c.c. O.H.V. Thunderbird, sp. hub	£99	10
B.S.A., '54, 350 c.c. O.H.V. Model B.31 de luxe, spgr.	£99	10
F.-Barnett, '57, 197 c.c. Villiers Falcon, s/arm, spgr.	£99	10
Triumph, '53, 500 c.c. O.H.V. Speed Twin, sp. hub	£99	10

£11 DEPOSIT—24 PAYMENTS OF £5/0/4

Matchless, '54, 350 c.c. O.H.V. Model G.3LS, s/arm, spgr.	£109	10
B.S.A., 500 c.c. O.H.V. Model M.33 de luxe, spgr.	£109	10
R. Enfield, '57, 250 c.c. O.H.V. Clipper, s/arm, spgr.	£109	10
Triumph, '54, 650 c.c. O.H.V. Thunderbird sp. hub	£109	10
B.S.A., '53, 500 c.c. O.H.V. A7 de luxe Twin, spgr.	£109	10
James, '55, 197 c.c. Villiers de luxe, s/arm, spgr.	£109	10
B.S.A., '57, 250 c.c. O.H.V. Model C.12 de luxe, s/arm	£109	10
A.J.S., '54, 350 c.c. O.H.V. Model 16MS, s/arm, spgr.	£109	10
B.S.A., '52, 650 c.c. O.H.V. Golden Flash, spgr.	£109	10
B.S.A., '54, 350 c.c. O.H.V. B.31 de luxe, s/arm	£109	10
B.S.A., '53, 500 c.c. O.H.V. A7 Star Sports Twin, spgr.	£109	10

£12 DEPOSIT—24 PAYMENTS OF £5/9/4

A.J.S., '55, 350 c.c. O.H.V. Model 16MS, s/arm, spgr.	£119	10
B.S.A., '53, 650 c.c. O.H.V. Golden Flash, spgr.	£119	10
Ariel, '53, 1000 c.c. O.H.V. Mk. II Sq. 4, spgr.	£119	10
B.S.A., '55, 350 c.c. O.H.V. Model B.31 de luxe, s/arm	£119	10
A.J.S., '55, 500 c.c. O.H.V. Model 18S, s/arm, spgr.	£119	10
Velocette, '53, 500 c.c. O.H.V. Model MSS, s/arm	£119	10
Matchless, '53, 500 c.c. O.H.V. Mod. G.80S, s/arm	£119	10
James, '57, 250 c.c. aMC-engined Commodore, s/arm	£119	10
Triumph, '58, 200 c.c. O.H.V. T.20 Tiger Cub, s/arm	£119	10
Norton, '55, 500 c.c. O.H.V. Model ES2, s/arm	£119	10

£13 DEPOSIT—24 PAYMENTS OF £5/18/6

B.S.A., '54, 650 c.c. O.H.V. Golden Flash, spgr.	£129	10
Matchless, '51, 500 c.c. O.H.V. Model G.9 Twin, s/arm	£129	10
Panther, '55, 600 c.c. O.H.V. Model 100, s/arm	£129	10
A.J.S., '54, 500 c.c. O.H.V. Model 20 Twin, s/arm	£129	10
Ariel, '56, 350 c.c. O.H.V. Red Hunter, s/arm	£129	10
R. Enfield, '56, 350 c.c. O.H.V. Ballet, s/arm	£129	10

£14 DEPOSIT—24 PAYMENTS OF £6/7/7

R. Enfield, '57/8, 350 c.c. O.H.V. Clipper, s/arm	£139	10
Triumph, '52, 650 c.c. O.H.V. Tiger 110, s/arm	£139	10
B.S.A., '54, 650 c.c. O.H.V. Golden Flash, s/arm	£139	10
Excelsior, '58, 250 c.c. Talisman Twin, s/arm, spgr.	£139	10
B.S.A., '52, 650 c.c. O.H.V. Golden Flash, spgr.	£139	10
Triumph, '54, 500 c.c. O.H.V. Tiger 100 Twin, s/arm	£139	10
B.S.A., '56, 350 c.c. O.H.V. B.31 de luxe, s/arm	£139	10
Matchless, '58, 250 c.c. O.H.V. Model G.2, s/arm	£139	10
B.S.A., '58, 500 c.c. O.H.V. B.33 de luxe, s/arm	£139	10
Velocette, '56, 350 c.c. O.H.V. Model MAC, s/arm	£139	10

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A.F.N., Ltd., sole concessionaires for the full range of B.M.W. motor cycles, including R26 250cc, £258/4/8; R50 500cc, £350/9/9; R60 600cc, £392/19/9; R69 600cc, £495/5/2; early or immediate delivery of all models; part exchanges; catalogue and most favourable H.P. terms on request.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [C1189/R

£190—1953 R51 and Steib, h/brake, screen, hood; h.p. & pleasure.—Deane, Crawley 25533 (Sussex). [8867

M.L.G. MOTORCYCLES, Ltd., for your new B.M.W.; specialists for B.M.W. motor cycles and Isetta. FACTORY-TRAINED staff; full range of B.M.W. accessories and spare parts.

WORKSHOP specially equipped for the repair and service of B.M.W. and Isetta, at 8-9, Goldhawk Mews, W.12. Showrooms: 105, Goldhawk Rd., London, W.12. She. 3722. [0245/R

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COMERFORDS.—Buy B.M.W.s for cash.—Portsmouth Rd., Thames Ditton, Surrey. [W1106

ROWLAND SMITH'S, the B.M.W. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

A.F.N., Ltd., will purchase B.M.W. at the highest cash price.—Falcon Works, 400, London Rd., Isleworth, Middx. (Hounslow 0011). [W1189/R

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BOWN SPARE PARTS

GEORGE GROSE.—Sole Bown spares.—Service Concessionaires, 834, High Rd., Finchley. Hillside 2149. [0193/R

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OWEN BROS., 100% B.S.A. specialists. New models now arriving.

WE part exchange any make and arrange H.P. protection insurance

EASY terms to suit your pocket.

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OWEN BROS., 19, Battersea Rise, Clapham Junction, S.W.11. Bat. 5253. [C1095/R

WHITBYS.

WHITBYS OF ACTON, the biggest B.S.A. dealers in the Home Counties, for immediate delivery of your new B.S.A.; large selection of solos and combinations.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

DEEPROSE BROS. offer:—

1958 Golden Flash 650cc twin, 3,582 miles only; outstanding condition, spotlamp and crash bar fitted; Smooth! Quiet!! Good!!! £229; one-fifth deposit and balance over 2½ years if desired.—178-184, Brownhill Rd., Catford, S.E.6. Hit. 8888. [C1012

G. P. BALHAM, Ltd., offers:—

1956 B.S.A Golden Flash with matching Canterbury Car Mobile 3-seater sidecar (black), immaculate condition, cost £320, genuine bargain; £249.—G. P. Balham, 2b, 2c & 137, Balham Hill, S.W.12. Balham 1107, ext. 4. [C1094

ROWLAND SMITH'S for B.S.A.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

185 gns.—B.S.A. April 1955, 493cc ohv Gold Star, alloy motor, swinging arm, carefully used.

165 gns.—B.S.A. twin registered 1957, 497cc ohv, swinging arm, Rodark pannier set, exceptional condition.

155 gns.—B.S.A. Flash 1955 model, 650cc ohv spring frame combination, fairing and windshield, exceptional.

79 gns.—B.S.A. 1947, 600cc combination, 1954 Watsonian 2-seater saloon, carefully used.

59 gns.—B.S.A. 1954, 250cc springer, exceptional; choice four 250s.

39 gns.—B.S.A. 1946, 500cc combination, windshield, good condition.

32 gns.—B.S.A. Bantam 1951, 125cc, spring frame, legshields; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

£189—1957 A7 Shooting Star mods.; below.

£129—1956 B31/B, 350cc, full width hubs; below.

£89—1957 150cc Bantam Major, extras; below.

ES MOTORS, Ltd., 325, High Rd., W.4. Chi. 6369. [C1051

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1958 B.S.A. Gold Star B34, fully equipped, 12,000 miles, unmarked; £275.

WE have a large selection of solos and combinations at competitive prices.—Brixton 6555; 1/5 deposit. Terms and exchanges.

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1956 B.S.A. 500cc Shooting Star, s/arm, d/seat, f/w/hubs, and Watsonian Monaco sports s/car with sprung b/wheel, matching green, very clean outfit; £279/10.

1957 B.S.A. M33 500cc ohv, sprung frame, d/seat, w/screen and Watsonian Maxstoke 2-seat, VG21 with l/shield, scarce model; £239/10; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

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Continued from previous column

£15 DEPOSIT—24 PAYMENTS OF £6/18/9

Guzzi, '58, 175 c.c. O.H.V. Lodola, s/arm, spgr.	£140	10
Triumph, '55, 650 c.c. O.H.V. Thunderbird, s/arm	£140	10
R. Enfield, '57, 350 c.c. O.H.V. Bullet, s/arm	£140	10
Ariel, '57, 350 c.c. O.H.V. Red Hunter, s/arm	£140	10
Triumph, '55, 650 c.c. O.H.V. Tiger 110, s/arm	£140	10
B.S.A., '55, 350 c.c. O.H.V. Gold Star, s/arm	£140	10
Ariel, '57, 500 c.c. O.H.V. Red Hunter, s/arm	£140	10
Triumph, '55, 500 c.c. O.H.V. Tiger 100, s/arm	£140	10
Triumph, '55, 500 c.c. O.H.V. Speed Twin, s/arm	£140	10
Matchless, '56, 500 c.c. O.H.V. Model G.9 Twin, s/arm	£140	10

£16 DEPOSIT—24 PAYMENTS OF £7/5/11

A.J.S., '56, 600 c.c. O.H.V. Model 20 Twin, s/arm	£150	10
Matchless, '57, 350 c.c. O.H.V. Model G.31/S, s/arm	£150	10
A.J.S., '56, 500 c.c. O.H.V. Model 20 Twin, s/arm	£150	10
Matchless, '56, 500 c.c. O.H.V. G.11 Twin, s/arm	£150	10
Ariel, '56, 650 c.c. O.H.V. Huntmaster Twin, s/arm	£150	10
Norton, '55, 500 c.c. O.H.V. Dominator 88, s/arm	£150	10

£17 DEPOSIT—24 PAYMENTS OF £7/15/1

B.S.A., '57, 350 c.c. O.H.V. Model B.31 de luxe, s/arm	£160	10
Matchless, '57, 500 c.c. O.H.V. Model G.80S, s/arm	£160	10
Panther, '57, 600 c.c. O.H.V. Model 100, s/arm	£160	10
A.J.S., '57, 350 c.c. O.H.V. Model 16MS, s/arm	£160	10
R. Enfield, '57, 500 c.c. O.H.V. RE Twin, s/arm	£160	10
Triumph, '56, 500 c.c. O.H.V. Tiger 100 Twin, s/arm	£160	10
A.J.S., '57, 500 c.c. O.H.V. Model 18S, s/arm	£160	10
Triumph, '56, 650 c.c. O.H.V. Tiger 110 Twin, s/arm	£160	10

£18 DEPOSIT—24 PAYMENTS OF £8/4/3

Matchless, '58, 350 c.c. O.H.V. Model G.3LS, s/arm	£170	10
B.S.A., '56, 350 c.c. O.H.V. Gold Star, s/arm	£170	10
B.S.A., '57, 500 c.c. O.H.V. A7 de luxe Twin, s/arm	£170	10

£19 DEPOSIT—24 PAYMENTS OF £9/12/4

Ariel, '56, 1,000 c.c. O.H.V. Mk. II Square 4, spgr.	£180	10
Ariel, '57, 650 c.c. O.H.V. Huntmaster, s/arm	£180	10
Norton, '57, 500 c.c. O.H.V Dominator 88, s/arm	£180	10
B.S.A., '57, 650 c.c. O.H.V. Golden Flash, s/arm	£180	10

£20 DEPOSIT—24 PAYMENTS OF £9/2/6

A.J.S., '57, 600 c.c. O.H.V. Model 20 Twin, s/arm	£190	10
Triumph, '57, 650 c.c. O.H.V. Thunderbird, s/arm	£190	10
Norton, '57, 600 c.c. O.H.V. Dominator 99, s/arm	£190	10
Triumph, '57, 500 c.c. O.H.V. Tiger 100, 2 Tone	£190	10
Triumph, '57, 650 c.c. O.H.V. Tiger 110, 2 Tone	£190	10

SPECIAL BARGAINS
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£6 DEPOSIT—24 PAYMENTS OF £1/3/7

Ariel, '47, 350 c.c. O.H.V. 2-port de luxe, teles	£29	10
Sun, '54, 98 c.c. Villiers 2-speed de luxe	£29	10
R. Enfield, '49, 350 c.c. Model G, Teles.	£29	10
James, '52, 197 c.c. Villiers Captain	£29	10
B.S.A., '52, 125 c.c. D1 Bantam, spgr.	£29	10
Excelsior, '53, 197 c.c. Villiers, spgr.	£29	10
Norton, '49, 500 c.c. O.H.V. Model 18	£29	10

£8 DEPOSIT—24 PAYMENTS OF £1/9/7

A.J.S., '47, 350 c.c. O.H.V. Model 16M, teles.	£39	10
Triumph, '47, 500 c.c. O.H.V. Tiger 100	£39	10
Ariel, '47, 500 c.c. O.H.V. VG de luxe	£39	10
B.S.A., '49, 350 c.c. O.H.V. B.31 de luxe	£39	10
Ariel, '50, 600 c.c. S.V. VB de luxe	£39	10
Norton '49, 500 c.c. O.H.V. Model ES2, spgr.	£39	10
Ariel, '49, 500 c.c. O.H.V. Red Hunter	£39	10
Ariel, '50, 500 c.c. O.H.V. de luxe Twin	£39	10

£10 DEPOSIT—24 PAYMENTS £1/19/1

Triumph, '48, 500 c.c. O.H.V. Tiger 100	£49	10
Ariel, '47, 1,000 c.c. O.H.V. Square Four	£49	10
Lambretta, '54, 125 c.c. de luxe Scooter	£49	10
Triumph, '48, 500 c.c. O.H.V. Speed Twin	£49	10

COMBINATION BARGAINS

Cash Price		Deposit	24 Payments	
£49 10	B.S.A., '48, 500 c.c. O.H.V. M.33, with 2-str. saloon s/car	£5	£2 6	0
£59 10	B.S.A., '48, 500 c.c. O.H.V. Twin A7, with Watsonian Stratford	£6	£2 15	0
£89 10	B.S.A., '50, 500 c.c. S.V. M.21 with Swallow Commando 2-str.	£7	£3 4	0
£89 10	Sunbeam, '49, 500 c.c. O.H.V. S8 Twin, Sunbeam Sports s/car	£9	£4 2	0
£109 10	B.S.A., '51, 600 c.c. M.21 de luxe Swallow Comet 2-str. saloon	£11	£5 0	4
£109 10	Ariel, '51, 600 S.V. VB de luxe, 2-seater saloon s/car	£11	£5 0	4

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1953 B.S.A. 250cc C11, 4-speed, excellent condition; £55.—Below.

1954 B.S.A. 150cc Bantam, excellent condition; £49/10.—Below.

BANKS, 62-64, Grand Parade, N.4. Sta. 0367. [C1166

1955 250cc side valve, dual seat, panniers, very low mileage; £67 cash.—Liberty 4554. [8628

BOB KEELER, Ltd., 1959 models already in stock at 125-131, Ealing Rd., Wembley 2150. [0194

1957 150cc B.S.A., good condition; best offer accepted.—Tel. Gro. 4171 for inspection. [8653

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ASTON AUTO-MOTORS OF BIRMINGHAM.—B.S.A. sales and service, 125cc to 650cc, a model for everyone; new models on show; quick delivery. **172**—177, Aston Rd., Birmingham. Ast. X 5201-2. [0561/R

COMERFORDS for B.S.A. and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006

B.S.A. from stock.—Loxham's Motor Cycle House, Fishergate, Preston. Exchange, h.p. terms.—Tel. 4242. [0045/R

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1959 B.S.A. agents; terms; spares, service, repairs.—809-811, High Rd., Goodmayes. Tel. Seven Kings 9764. [C1119/R

JOHN SURTEES for your B.S.A., all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent. Spring Park 3700. [C1145

1955 Gold Star 500cc. touring trim, new big end, front tyre, excellent condition all round; £160 or near offer.—Roy Serafini, 41, Bloomsbury, Dombey St., W.C.1. Hol. 1888. [8566

B.S.A. 500cc M21/49 comb., Watsonian Ascot on VG21 chassis; leglshields, windscreen and Craven panniers, immaculate condition; a real bargain; has to be seen; £90.—Tel. Fulham 9613. [8848

B.S.A. 1952 Black A10 springer and 1956 Carmobile; both since new; owner after 4 wheels; large windshield, leglshields, Craven pannier frames, suitcases, etc.; ready soon after full overhaul; £150 o.n.o.—91, Northway Rd., Croydon. Add. 7287 [8866

B.S.A. WANTED

GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill, S.W.2. Tulse Hill 2211. [W1019

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PANKHURST OF HAMMERSMITH.

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£119 10	B.S.A., '54, 500 c.c. S.V. M.20 de luxe, New Streamline 2-str.	£12	£5 9	4
£129 10	B.S.A., '52, 500 c.c. S.V. M.21, with Swallow Comet 2-str. saloon	£13	£5 18	0
£129 10	Ariel, '54, 600 c.c. S.V. VB de luxe, Watsonian Monarch s/car	£13	£5 18	0
£129 10	B.S.A., '51, 500 c.c. O.H.V. A7 Twin, Swallow Comet 2-str. saloon	£13	£5 18	0
£139 10	B.S.A., '52, 600 c.c. S.V. M.21 de luxe, Watsonian Ascot saloon	£14	£6 7	7
£159 10	Ariel, '57, 600 c.c. S.V. VB de luxe, Canterbury 2-str. saloon	£16	£7 5	11
£169 10	Triumph, '54, 650 c.c. O.H.V. 6T, Canterbury 2-str. saloon	£17	£7 15	1
£179 10	B.S.A., '55 650 c.c. Gold Flash, Watsonian Avon Sports	£18	£8 4	3
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£189 10	B.S.A., '55, 650 c.c. O.H.V. Gold Flash, Swallow Jet 99 Sports	£19	£8 13	4
£219 10	Triumph, '56, 650 c.c. O.H.V. T.110, Watsonian Cambridge 2 seater	£22	£10 0	10
£220 10	Ariel, '58, 600 S.V. VB de luxe, Watsonian Avon Sports	£23	£10 10	0
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ROWLAND SMITH'S, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

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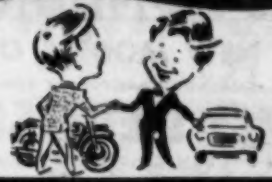

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'53	AUSTIN A30 4-door saloon, heater	£[illegible]
'57	FORD Prefect de luxe saloon, heater	£[illegible]
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'55	VAUXHALL Wyvern saloon, heater	£[illegible]
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GILLBANKS.—1959 James main agent, all models; terms, exchanges.—363, New North Rd., N.1. [C1042

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WHITBYS for bargains in used Lambrettas.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R

LAMBRETTA, May, 1958, w/screen, s/wheel, etc., ex. con.; £140 o.n.o.—Tel. Sou. 1181 or Sou. 5908. [8858

MOTO OF CATFORD.—South East London's largest stockists.—6-13, Rushey Green, Catford, S.E.6. Hit. 2815. [5873

PRIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1088/R

SLOCOMBES OF NEASDEN!!! for your new Lambretta; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

NEW Lambrettas, £53/10 down, 24 monthly instalments £6/12; reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. [0035

CHITHAM & DAVIS, Ltd., for immediate delivery of all Lambretta models, one-fifth deposit; terms and exchanges.—15-17, Station Rd., Swanley, Kent. Tel. 2826. [C1008

WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R

J. J. DOUBLE (MOTOR SALES), Ltd., 1958 Lambretta agents; terms, spares, service, repairs.—123-4, Midmay Parade, Cranbrook Rd., Barkingside, Ilford. Tel. Val. 0191. [C1119/R

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

ELITE MOTORS for your new Lambretta, every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200. [C1169/R

SPECIAL offer: 1957 Lambretta PD 150cc commercial lightweight delivery 3-wheeler, very low mileage, with large well-built van body, 6cwt capacity; cut your costs the easy way; list price £280, our clearance price £189.

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NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2252. [C1089/R

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, exchanges, hire purchase, state your own deposit.—225-7, Westminster Bridge Rd., S.E.1. Wat. 5103. 157, Old Brompton Rd., S.W.5. Fre. 1844. 162, Finchley Rd., N.W.3. Swi. 5767. [0211/R

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Lambretta.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1138/R

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled; we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2. [S1121/R

PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington. Molesey 1646. [S1005

GEORGE GROSE, Ltd., 854, High Rd., N.12. Hit. 2149. All spares & access. c.o.d. service. [0353

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Lambretta spares, accessories, service, rapid c.o.d.—Rodney 2181. [0265/R

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools, 7 depots in the London area.—See display advertisement. [S1052/R

ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories, trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-3. [0498/R

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ELEANOR MOTORS, 265, Mare St., Hackney, E.8, for sales, spares, service, repairs.—Amherst 5134/3923. [0312

ELEANOR MOTORS (STADIUM).—East London's fully equipped service station, sales, spares, repairs.—96-106, Lea Bridge Rd., Clapton, E.5. Amherst 6606. [0326

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1958 Maicoletta 250cc, 2 tone grey, 7,000 miles, winking lights, superb condition; £189/10.—310-314, Uxbridge Rd., W.3. Acorn 5031-2. [C1121

RON McKENZIE, 961, Chester Rd., Stretford, Lancs. Sales, service.—Longford 2100. [C1066

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R

CLAUDE RYE.—Immediate delivery new Maicos. Choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

SLOCOMBES OF NEASDEN!!! for your new Maico; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

HARRY NASH.—1959 models now available; one-fifth down, 30 mths. h.p.; exchange, service.—591, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster.—55, Whitegate Drive, Blackpool. Tel. 24720. [0147

EAST HILL MOTORS, Ltd., for your new Maicoletta or Maico Mobil; immediate delivery from stock; demonstration models available.

TERMS and exchanges; genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [0028

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MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0108/R

£159.—1957 G80S 500cc, excellent cond.

ES MOTORS, Ltd., 325, High Rd., W.4. Chi. 6368. [C1031

HARRY NASH.—Brand new 1958 models 10% off!

H—1955 350 s/arm, really nice bargain, £69.

H—1949 500, screen, crashbars, pannniers, £49; 1954 500 s/arm, lovely specimen, extras; £115.

H—One-fifth down, 30 mths. h.p.; exchanges.—591, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

ARCHERS OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd., Tel. 323. [0363/R

SLOCOMBES OR NEASDEN!!! for your new Matchless; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

CHITHAM & DAVIS, Ltd., for immediate delivery of all Matchless models, including the new 250.—15-17, Station Rd., Swanley, Kent. Tel. 2826. [C1008

WHITBYS OF ACTON.—New models in stock, exchanges, h.p., spares.—265/273, Acton Vale, London W.3. She. 5355 (Showrooms); She. 6785 (Spares). [C1128/R

MATCHLESS WANTED

ROWLAND SMITH'S the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Matchless.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

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100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [S1163

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

OSGOOD & COATES, Ltd., Matchless specialist; spares and repairs.—761-5, Old Kent Rd., London, S.E.15. New Cross 0513. [S1034

GUS KUHN.—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0135/R

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Matchless and Burman, spares and service; rapid c.o.d.—Rodney 2181. [0264/R

KAYS OF EALING, Ltd., Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R

C.O.D. and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895, and 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [S1162/R

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3. 208-210, Great Portland St., W.1. Eus. 4632-4. 418, Romford Rd., Forest Gate, E.7. Gra. 1254-5. 220, Barking Rd., E. Ham. Gra. 8060. 94-96, High Rd., Tottenham. Sta. 5656. [S1052/R

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K.V.P. MOTORS, Ltd.—Moby 150cc scooter in stock; £149/19/6; terms.—Central Parade, Gunnersbury Lane, W.3. Acorn 6005. [C1068

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SOLE stockists of New Imperial spares; c.o.d. per return.—Vale-Onslow, Stratford Rd., Birmingham, 11. [0163

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FREE tax and insurance with second-hand motor cycles.

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1957 Norton Dominator 77 and Watsonian Monarch s/car, immaculate condition; £209.

BANKS, 62-64, Grand Parade, N.4. Sta. 0567. [C1166

HARRY NASH.—Brand new 1958 models 10% off; 1955 twin 88, fairing, splendid buy; £135.

H—One-fifth down, 30 mths. h.p.; exchanges.—391, King St., Hammersmith, W.6. Riv 2837-8. [C1090

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1958 Norton 600cc 19S, s/arm, d/seat, f/w hubs, etc.; and Watsonian Maxstoke on VG21 chassis, exceptionally smart outfit; £279/10; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

OSGOOD & COATES, Ltd., Norton main dealers, 781-5, Old Kent Rd., S.E.15. New Cross 0513. [C1094

COMERFORDS for Norton and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

1955 Dominator 88, H.C. Pistons, tank cover; £150 o.n.o.; entering forces, good cond.—8, Linden Leas, West Wickham, Kent. [8877

ERIC KENNARD & Co. can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3589. [0391/R

JOHN SURTEES for your Norton, all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent. Spring Park 3700. [C1146

WHITBY'S OF ACTON.—New models in stock, exchanges; h.p. spares.—263-275, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R

NORTON WANTED

ROWLAND SMITH'S, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PANKHURST OF HAMMERSMITH.

URGENTLY required good used Norton, send particulars and price, buyer will call, best prices paid.—314/316, King street, Hammersmith. Riv. 1401. [W1136

SMITH'S, 86, Chalk Farm Rd., N.W.1, want Nortons.—Gul. 2767. [0069/R

GEORGE CLARKE pay most for Norton.—278, Brixton Hill N.W.2. Tul. 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

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C.O.D. return post.

NORTON gear box spares.

JOE FRANCIS MOTORS, Ltd., 340, Footscray Rd., New Eltham, S.E.9. Eltham 1375. [0156/R

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'57	**B.S.A.** Road Rocket 650, speedo., rev. counter, chrome guards	£195
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'58	**TRIUMPH** 650 Tiger 110, silver and chrome, Avon Fshlds. and Fairing, carr.	£248
'56	**NORTON** 99, 600 Featherbed, grey and chrome	£158
'55	**MATCHLESS** 500, maroon and chrome tank, carriers	£148
'57	**TRIUMPH** Trophy 500, silver and chrome, 5,000 miles	£198
'58	**NORTON** 500, 88, Avon Streamliner, carrier, tank cover	£258
'57	**VELOCETTE** Venom, black and chrome, crash bars	£198
'57	**TRIUMPH** 650 T/bird, beige fin., Fair., crash bars, Rodark panniers, carrier	£215
'57	**TRIUMPH** Cub, s/arm, silver and chrome, carrier	£125
'57	**B.S.A.** 350 B.31, black, chrome, d/seat	£158
'58	**VELOCETTE** MSS, black and chrome, full-width hubs, 1,000 miles	£215
'56	**TRIUMPH** Tiger Cub, screen, carr	£85
'52	**TRIUMPH** Tiger 100, alloy mtr., sp. hubs, carrier, d/seat, good tyres	£98
'51	**SUNBEAM** S.8, black and chrome, d/seat, very clean	£79
'52	**F.-BARNETT**, 197, s/arm, l/shields, screen, battery lighting, carriers	£48
'52	**B.S.A.** Gold Star 350, alloy motor, s/frame, d/seat, alloy rims	£78
'56	**F.-BARNETT** 225 Cruiser, grey and chrome, s/arm, mirror	£98
'52	**B.S.A.** 650 Flash, beige finish, s/frame, carrier, in really outstanding condition	£115
'58	**B.S.A.** 500 Gold Star C'bmans, T.T. cb., rev. cntr., speedo., 190 mm. front brake	£248
'53	**EXCELSIOR** 197, s/frame, d/seat, red and chrome	£36
'46	**TRIUMPH** 500 Speed Twin, maroon and chrome, s/hub, d/st., gd. tyres, ch. 2	£68
'54	**ENFIELD** 250 Clipper, s/arm, c/bars, green and chrome, d/seat	£75
'55	**JAMES** 225, s/arm, d/seat, maroon and chrome	£86

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ELEANOR MOTORS, Norton spares specialists, comprehensive stock, c.o.d. by return, trade supplied.—265, Mare St., Hackney, E.8. Amherst 5134. [0315

H. L. DANIELL, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5695. [0203/R

GODFREYS, Ltd., Norton spare stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641; and 220, Barking Rd., E.6. Gre. 8068. [S1068/R

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KAYS OF EALING, Ltd., Norton spare parts stockists. Trade supplied, quotations or c.o.d. by return.—6-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R

GUS KUHN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0132/R

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£175.—1959 5-Star Prima, few mls. only.

ES MOTORS, Ltd., 325, High Rd., W.4. Chi. 6860. [C1051

WHITBYS.—Grand display N.S.U. Prima and Quickly.—275, Acton Vale, London, W.3. She. 5355. [C1128/R

SLOCOMBES OF NEASDEN!! for your new N.S.U. Primas, etc., terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

CLAUDE RYE.—Immediate delivery including new 5-Star Prima; choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

125gns.—N.S.U. Prima, 1957, 147cc scooter, electric starter, spare wheel, etc.; cost over £200; choice of 2; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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LOW deposits; exchanges welcomed; open 9 a.m. till 6.30 p.m.

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SLOCOMBES OF NEASDEN for your new Panther; always a good selection of used models in stock.

1956 Panther 600cc Redwing de luxe, s/arm, d/seat, l/shields, w/screen and Busmar York full 2-seat s/car, outstanding condition; £279/10; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

RAPID MOTORS.—Every Panther available from stock, including model 35 250 twin; largest distributors in the country.—269, Haydons Rd., Wimbledon, S.W.19. Che. 3202-3, and 70-74, Godstone Rd., Whyteleafe, Surrey. Uplands 0666. [C1162/R

95gns.—Panther, 1952 600cc ohv combination, extras, very good condition; taxed; terms, exchanges; list; open 9-7 week-day and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041 [C1114

PANTHER WANTED

GEORGE CLARKE pay most for Panther.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Panther buyers.—Hampstead High St., London, N.W.3 Ham. 6041. [W1114/R

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

PANTHER SPARE PARTS

PANTHER spares, c.o.d. by return; nearest agent to Panther works.—Newton Motors, 397, Manchester Rd., Bradford 29719. [0266

GEORGE CLARKE, Ltd., largest stockists in England; c.o.d. by return.—73, New Park Rd., S.W.2. Tulse Hill 3811 & 275/9, High St., Acton, W.3. Acorn 6545. [S1019/R

JOLLY & KNOTT, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28, Loampit Hill, Lewisham, S.E.13. Tideway 4261. [S1065/R

C.O.D. 24 hours service, largest spare stockist in Great Britain, this is fact, not fiction; exchange units in stock.—Rapid, 259-269, Haydons Rd., Wimbledon, S.W.19 Cherrywood 3202-3. [S1162/R

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SOLE Concessionaires for the British Isles.—Ryder's Autoservice, 215-217, Knowsley Rd., Bootle, Liverpool, 20. [0081/R

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ENFIELD, '31, 350 o.h.v., and Wats. Avon Sports	£30 10
B.S.A., '48, 500 s.v., and S/S saloon	£45 10
B.S.A., '47, 500 s.v., and Raven saloon	£49 10
ENFIELD, '30, 500 o.h.v., and Canterbury S/S saloon	£49 10
ARIEL, '40, 600 o.h.v., 4F, and Wats. Maxstoke	£49 10
ARIEL, '30, 600 s.v., and Leyton C/A saloon	£49 10
NORTON, '47, 633 s.v., and '54 Wats. Maxstoke C/A sal.	£49 10
B.S.A., '55 (reg.), 500 s.v., and C/A saloon	£50 10
NORTON, '50, 500 o.h.v., and Raven C/A saloon	£50 10
NORTON, '48, 500 o.h.v., and Swallow saloon	£50 10
ENFIELD, '50, 500 o.h.v., and Wats. Maxstoke C/A sal.	£50 10
B.S.A., '49, 500 o.h.v. Twin, spgr., Wats. Ascot saloon	£60 10
ENFIELD, '51, 500 o.h.v. Twin S/A, and '36 Wats. Avon	£60 10
ENFIELD, '52, 350 o.h.v., and Surrey Rambler saloon	£60 10
DOUGLAS, '47, 350 o.h.v. Twin, and '58 Garrard Gazelle	£60 10
ARIEL, '46, 500 o.h.v., and '54 Wats. Ascot S/S saloon	£60 10
NORTON, '46, 500 o.h.v., spgr., and Wats. Maxstoke C/A	£60 10
TRIUMPH, '47, 350 o.h.v. and Watsonian Windsor	£60 10
B.S.A., '48, 500 o.h.v. Twin, and Wat/Avon Sports	£75 10
NORTON, '52, 500 o.h.v., and Streamline C/A saloon	£75 10
A.J.S., '48, 500 o.h.v., and Watsonian Avon Sports	£79 10
ARIEL, '52, 500 o.h.v., spgr., and Canterbury C/A saloon	£79 10
B.S.A., '50, 600 s.v., and C/A saloon sidecar	£79 10
B.S.A., '55, 250, spgr., and Surrey Rambler S/S	£79 10
B.S.A., '48, 600 s.v., and Wats. Maxstoke C/A saloon	£79 10
INDIAN, '54, 250 s.v., and Surrey Rambler saloon	£79 10
PANTHER, '50, 600 o.h.v., and Watsonian Maxstoke C/A	£79 10
B.S.A., '52, 500 o.h.v. Twin, spgr., and Wats. Maxstoke	£85 10
ARIEL, '53, 600 s.v., and Swallow Tudor saloon	£89 10
ARIEL, '52, 500 o.h.v., spgr., and B.S.A. Sports sidecar	£89 10
ARIEL, '50, 500 o.h.v. Twin, spgr., and '56 Swallow Tudor S/S saloon	£89 10
B.S.A., '52, 600 s.v., and Raven C/A saloon	£89 10
MATCHLESS, '48, 500 o.h.v., Canterbury C/A saloon	£90 10
AMBASSADOR, '57, 197 c.c., and Surrey Rambler saloon	£90 10
ENFIELD, '51, 500 o.h.v. Model J2 and '54 Wats. Ascot	£99 10
B.S.A., '52, 500 o.h.v. Twin, spgr., and Canterbury C/A	£99 10
MATCHLESS, '52, 500 o.h.v., spgr., and Wats. Avon	£99 10
NORTON, '51, 600 s.v., and Wats. Ascot	£99 10
SUNBEAM, '52, 500 o.h.c., and Garrard 890 S/S Sports	£100 10
SUNBEAM, '50, 500 o.h.c., and Canterbury Valiant C/A	£115 10
A.J.S., '53, 500 o.h.v., and Surrey Rambler saloon S/S	£119 10
ARIEL, '53, 500 o.h.v., and '55 Wat/Maxstoke C/A, brake wh.	£119 10
B.S.A., '52, 650 o.h.v. Twin, spgr., and Garrard 890 coupe	£119 10
B.S.A., '55, 500 s.v., and '59 Streamline C/A saloon	£119 10
B.S.A., '52, 650 o.h.v. Twin, and Garrard 890 coupe	£119 10
PANTHER, '54, 600 o.h.v., and Canterbury S/A saloon	£119 10
TRIUMPH, '51, 500 o.h.v., and Garrard Silchester	£119 10
ARIEL, '53, 500 s.v., and Wats. Albion	£120 10
ARIEL, '51, 1,000 o.h.v. Sq. 4, and Wats. Maxstoke C/A	£120 10
B.S.A., '55, 600 s.v. M20, and '59 Canterbury Valiant C/A body	£125 10
B.S.A., '51, 650 o.h.v. Twin, spgr., and Streamline D/A sal.	£125 10
B.S.A., '51, 600 s.v., and Wats. Warwick D/A saloon	£125 10
B.S.A., '53, 600 s.v., and '59 Streamline C/A sal.	£129 10
PANTHER, '53, 600 o.h.v., and '54 Wats. Ascot saloon	£129 10
ENFIELD, '54, 500 o.h.v. Twin, S/A, and '58 Rankin sal.	£129 10
ARIEL, '51, 1,000 o.h.v. 4G, and Wats. Maxstoke	£135 10
PANTHER, '54, 600 o.h.v., and Wats. Maxstoke C/A sal.	£139 10
PANTHER, '55, 600 o.h.v., and Garrard Ladbroke D/A sal.	£139 10
B.S.A., '53, 500 o.h.v., spgr., and '55 Wats. Ascot	£145 10
PANTHER, '53, 600 o.h.v., and '54 Swallow Comet C/A	£145 10
ENFIELD, '53, 700 o.h.v. Twin and Swallow Harvard D/A	£149 10
ENFIELD, '54 700 o.h.v. Twin S/A and Busmar York D/A	£149 10
ENFIELD, '55, 700 o.h.v. Twin, S/A, and Wats. Monarch	£150 10
ARIEL, '53, 1,000 o.h.v. 4G, and '58 Streamline C/A sal.	£165 10
ARIEL, '52, 1,000 4G, spgr., and Leyton D/A saloon	£169 10
ARIEL, '55, 600 s.v., and '55 Wats. Maxstoke C/A	£169 10
ARIEL, '52, 1,000 o.h.v. Sq. 4, Swallow Comet single seater saloon on Blacknell chassis	£179 10
NORTON, '55, 600 o.h.v. Twin, and Wat/Avon S/S Sports	£185 10
B.S.A., '54, 650 o.h.v. Twin, G/Flash, spgr., Garrard 890	£189 10
PANTHER, '55, 600 o.h.v., S/A, and '55 Wat/Maxstoke C/A	£189 10
TRIUMPH, '54, 650 o.h.v. Twin, and Garrard 890 S/S Sports	£189 10
ARIEL, '54, 1,000 o.h.v. Sq. 4, and Wat/Ascot S/S saloon	£199 10
TRIUMPH, '55, 650 o.h.v. Thunderbird Twin, s/wheel, and Swallow single seater Tudor saloon	£199 10
TRIUMPH, '56, 650 o.h.v. T110 Twin, and '59 Streamline C/A saloon	£210 10
NORTON, '57, 600 o.h.v. Tw. S/A, '57 Avon 3-str. sal.	£249 10
ARIEL, '54, 1,000 o.h.v. Sq. 4, and '58 Busmar Astral	£250 10
B.S.A., '57, 650 o.h.v. Golden Flash Twin, S/A, and Watsonian Avon single seater sports saloon	£[illegible] 10
TRIUMPH, '57, 650 o.h.v. 6T Twin, and Wat. S/A saloon	£[illegible] 10
B.S.A., '58, 650 o.h.v. Gold Flash Twin, and '58 Canterbury Victor C/A saloon, only 1,020 miles	£[illegible] 10
PANTHER, '59, 650 o.h.v., S/A, and '59 Cant. Carmobile 2-seater saloon, brake/sprung	£[illegible] 10

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Continued in next Column →

RACING MOTOR CYCLES

CAMDEN MOTOR CYCLES offer:—

1953 A.J.S. 350cc 7R Boy Racer, short forks, directional racing tyres, short pipe, clip-ons, racing d/s, Amal remote needle carb., Italian alloy rims, undropped specimen in first-class order; £239.

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1954 B.S.A. Gold Star 350cc, racing trim, immaculate, ready to race; £175.

1956 B.S.A. Gold Star 350cc, clubman's trim, super condition; £195.

1955 Norton 500cc Manx racer, in fine condition; £295.

PART exchange and hire purchase welcomed.—Eric Oliver (Motor Cycles), Ltd., 99, London Rd., Staines. Tel. 3733. [C1022

MV Agusta 125cc, completely reconditioned and ready for racing, track record holder and winner of numerous awards; £450.

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RON HARRIS, King St., Maidenhead. Tel. 3311. [8864

HUDDERSFIELD.—Gold Stars and Road Rockets, new and used, immediate delivery, exchanges, terms.—Arnold Moore, Oxford St. Garage. Tel. 3483. [0486/R

JACKSON-ROTRAX Speedway machines, the world's best; ask the 1956, '57 and '58 world champions, they rode them; world J.A.P. service, engines and spares, retail, wholesale export.—Alec. Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R

RACING MOTOR CYCLES SPARE PARTS

GODFREYS, Ltd., B.S.A. special spares for trials and competition machines.—418, Romford Rd., E.7. Gra. 1234-5. [81052/R

H. L. DANIELL, the Norton expert, for Manx Norton spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [0204/R

O'NEILL BROS., Ltd.—Amal racing carburettor service, jets, needles, slides and spares for RN, GP, and TT carbs; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [81179

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MOTORS, Ltd.,

100% Royal Enfield specialists and main dealers.

1959 models for immediate delivery.

1958 demonstrations and shop soiled models, greatly reduced in price, limited number.

SEND for free list of new and used models.

£159.—1957 twin 500cc, panniers, immaculate.

£139.—1955 250cc Crusader, very low mileage.

£115.—1955 350cc Bullet, d/seat, panniers.

ES MOTORS Ltd., 325, High Rd., W.4. Chi. 6368. [C1031

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FREE tax and insurance with second-hand motor cycles

135 gns.—Royal Enfield, 1955 model, 496cc ohv combination, swinging arm, windshield, carefully used

59 gns.—Royal Enfield, 1950, 500cc ohv combination, 2-seater saloon sidecar, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

HAYEN, Ltd., main agents; part exchanges; terms; service and repairs.—162, High Rd., Ilford 0361. [0541/R

YOUNG'S—Royal Enfield enthusiasts; immediate delivery latest models; terms, exchanges.—20/32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R

£12/10.—Enfield, regd. 1950, 570cc combination, foot change, large 2-seater sidecar, good runner.—Dilley, 374, Forest Rd., London, E.17. [C1030

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ES MOTORS, Ltd., 100% Royal Enfield specialists.

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O'NEILL BROS., Ltd.—All post-war spares in stock; also Albion, Amal, Lucas; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [81179

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Royal Enfield post-war spares and ex-W.D. models; rapid C.O.D.—Rodney 2181. [0265/R

GEO CLARKE MOTORS LIMITED

COMBINATIONS AT 275/9 HIGH STREET, ACTON

	Price
TRIUMPH, '38, 500 o.h.v. Speed Twin, Wats. Albion saloon	£39 10
B.S.A., '49, 350 o.h.v. B31, teles., HMB C/A saloon	£45 10
B.S.A., '48, 350 o.h.v. B31, s/str HMB saloon	£45 10
ARIEL, '47, 600 c.c. s.v., Wats. Maxstoke C/A saloon	£49 10
B.S.A., '48, 500 o.h.v. M.33, D/S, teles., Leyton C/A sal.	£55 10
B.S.A., '50, 500 o.h.v. M.33, Swallow Cossack Occ. 2-str.	£55 10
B.S.A., '50, 500 s.v. M.20, teles., V.P. Volante C/A sal.	£59 10
NORTON, '48, 500 o.h.v. ES2, spgr., Busmar Launch saloon	£69 10
NORTON, '48, 600 s.v., Canterbury C/A saloon	£69 10
ARIEL, '53, 600 s.v. Mod. VB, teles., pillion, mirror, screen, fitted Canterbury saloon in matching maroon	£79 10
ENFIELD, '49, 500 o.h.v. J2, Wats. Albion saloon	£79 10
ENFIELD, '51, 500 o.h.v. J2, Wats., Albion sal., '57 VG21	£79 10
ARIEL, '49, 600 s.v. VB, teles., D/S, Maxstoke type C/A sal	£89 10
SUNBEAM, '48, 500 o.h.c. S7, '52 B.S.A. C/A saloon	£89 10
ARIEL, '49, 600 s.v., Rankin D/A on VG21 chassis	£90 10
SUNBEAM, '48, 500 o.h.c., Wats. Maxstoke C/A saloon	£90 10
SUNBEAM, '49, 500 o.h.c. S8, C/A sal. Kwikfit ch.	£90 10
ARIEL, '53, 500 c.c., Watsonian 2-seater saloon	£100 10
PANTHER, '50, 600 o.h.v., teles., VG21, brake wheel chassis	£100 10
SUNBEAM, '51, 500 o.h.c. S8, Trinder D/A sal. on VG21 ch.	£100 10
TRIUMPH, '50, 650 Thunderbird, Avon on Velvet chassis	£100 10
B.S.A., '51, 600 s.v. M21, '57 Busmar Devon C/A saloon	£110 10
TRIUMPH, '51, 500 o.h.v. Sp. Twin, '55 Comet C/A sal.	£120 10
PANTHER, '53, 600 o.h.v. M.100, Wats. Albion saloon, VG21 chassis and brake	£125 10
B.S.A., '57, 650 o.h.v. Tw. spr., D/A full-door Swallow ch.	£130 10
TRIUMPH, '50, 650 Twin, s/hub, Wats. Ascot saloon, VG21 and brake	£120 10
PANTHER, '54, 600 o.h.v. M100, Swallow C/A saloon	£140 10
TRIUMPH, '53, 650 o.h.v. 6T, teles., s/hub, dualseat, tank carriers, '57 Raven D/A saloon on VG21 chassis	£160 10
NORTON, '55, 600 s.v. Big 4, Wats. D/A Warwick saloon	£180 10
PANTHER, '56, 600 o.h.v. M21, teles., S/A, Garrard 890 Spts. Mk. II chassis	£199 10
ARIEL, '54, 1,000 c.c. Square 4, teles., spgr., d/seat, '56 Wats. Warwick D/A saloon, VG21 brake wheel chassis	£200 10
SUNBEAM, '57, 600 o.h.c. S8, '57 Wats. Ascot, VG21 sprung chassis and brake	£[illegible] 10

USED SIDECARS AT 275, HIGH STREET, ACTON

	Price
SWALLOW Commando, body only	£3 10
WATSONIAN, body only	£5 0
WATSONIAN, '53, Avon and chassis	£19 10
WATSONIAN Monarch, body only, completely as new	£25 0
WATSONIAN, '55, Eton L/W saloon on LX chassis	£25 10
STREAMLINE, '58, C/A saloon, body only, black/red uphol.	£29 10
V.P. VOLANTE de luxe C/A saloon	£29 10
CANTERBURY, '53, C/A saloon on GMC3 chassis	£49 10
WATSONIAN, '53, Maxstoke C/A saloon on VG21 chassis	£49 10
CANTERBURY, '57, C/A saloon and chassis	£60 10

USED CARS AND THREE-WHEELERS AT 276/8 BRIXTON HILL

BOND, '52, 197 2-seater coupe, red	£89 10
GORDON, '55, 197 Family 3 Coupe, blue/cream	£140 10
A.C. Petite, '54, 350 c.c. 2-seater saloon, blue	£160 10
GORDON, '55, 197 Family 3 Coupe, red	£160 10
MESSERSCHMITT, '55, KR175 2-str., maroon, sun roof	£160 10
GORDON, '56, 197 Family 3 coupe, red/cream	£170 10
A.C. Petite, '54, 350 Family 3 sal. de luxe, blue	£179 10
BOND, '56, 197 Family coupe de luxe, blue	£229 10
RELIANT Regal, '55, 750 Family 4 coupe, grey	£279 10
RELIANT Regal, '55, 750 2/4-seater coupe, red	£279 10
HEINKEL, '57, 175 2-seater sal. de luxe, blue	£[illegible] 10

MOPEDS AND SCOOTERS AT 276/8 BRIXTON HILL

POWERPAK, '54, 49 c.c. on Gent's B.S.A. Cycle	£12 10
CORGI, '49, 98 c.c. Mk. II, cheap, bargain	£14 10
KRIEDLER, '56, 49 c.c. 2-speed Moped, good condition	£25 10
N.S.U., '55, 49 c.c. Quickly Standard, 2 speeds	£29 10
KRIEDLER, '57, 49 c.c. Moped, single speed, blue	£29 10
MERCURY, '57, 49 c.c. Mercette, 4-stroke engine, smart	£29 10
MOBYLETTE, '57, 49 c.c. Moped de luxe, automatic clutch	£29 10
SINETTA, '57, 49 c.c. Mk. III, S/A, F/W hubs	£35 10
DURKOPP, '56, 48 c.c. Moped, 2 speeds, blue	£35 10
N.S.U., '56, 49 c.c. Quickly, windscreen, legshields	£35 10
MERCURY, '56/57, 49 c.c. Hermes Scooter, pillion, h/str.	£35 10
KRIEDLER, '56/57, 50 c.c. Moped Junior, beige, single spd.	£35 10
N.S.U., '57, 49 c.c. Quickly Standard	£37 10
MOBYMATIC, '57, 49 c.c. de luxe Moped, fully automatic	£40 10
LEOPARD, '57, 49 c.c., S/A, l/link forks, blue/silver	£45 10
B.S.A., '57, 70 c.c. Dandy, S/A, 2 speeds, grey	£49 10
N.S.U., '57/58, 49 c.c. Quickly Standard, 2 speeds	£49 10
VESTING, '57, 49 c.c. Pesetta, S/A, d/seat, F/W hubs	£49 10
H.M.W., '57, 49 c.c. super sports S/A, teles., bargain	£55 10
VESPA, '54, 125 c.c. Standard, overhauled (£20)	£55 10
WHIPPET, '57/58, 60 c.c. Moped, S/A, dualseat, 2 speeds	£56 10
LAMBRETTA, '54, 125 c.c. LD, pillion, carrier	£59 10
VESPA, '55, 125 c.c. Standard, green, pillion	£59 10
PIATTI, '57, 125 c.c., d/seat, carrier, w/screen, red/cream	£65 10
SINETTA, '58, 49 c.c. Mk. 3, S/A, F/W hubs, blue/grey	£65 10
LAMBRETTA, '55, 150 c.c. L.D., grey, w/scr. Good run.	£85 10
LAMBRETTA, '56, 125 c.c. LD, red/cream, plln.	£89 10
VESPA, '57, 125 c.c., d/seat, low mileage, grey	£95 10
LAMBRETTA, '56/7, 150 c.c. LD, blue, carrier, w/screen	£95 10
LAMBRETTA, '57, 150 c.c. LD, w/screen, red	£100 10
PROGRESS, '56, 200 c.c. Supreme, E/starter, green	£115 10
ZUNDAPP, '56, 200 c.c., E/starter, Bella, w/screen, d/seat	£125 10
ZUNDAPP, '57, 150 c.c. Bella, E/str., carrier, blue	£129 10
T.W.N., '57, 200 c.c. Contessa, 2-tone blue, E/starter	£135 10

MOPEDS AND SCOOTERS AT 275/9, HIGH STREET, ACTON

	Price
CUCCIOLO, '53, 49 c.c. Autocycle	£15 10
MOBYLETTE, '57, 49 c.c. Moped, automatic gearbox	£29 10
MOBYLETTE, '58, Moped, 49 c.c. de luxe	£39 10
HERCULES, '57, 50 c.c. Moped, legshields, 5,197 miles	£39 10
LAMBRETTA, '57, 49 c.c. Moped	£39 10

Continued in next Column →

GEO CLARKE MOTORS LIMITED

MOPEDS AND SCOOTERS (Cont.) at 275/9 High St., Acton.

	Cash Price
BERINI, '57, 49 c.c. Moped, telescopic, carrier, lighting	£49 10
LAMBRETTA, '54, 125 c.c. LD, windscreen	£60 10
LAMBRETTA, '55, 150 L.D., w/scr., d/seat	£79 10
ZUNDAPP, '54, 150 c.c. Bella, elec. str., good paintwork	£79 10
LAMBRETTA, '55, 150 T/S LD, screen, rear carrier, clean	£89 10
VESPA, '57, 125 c.c. Scooter, carrier, spare wheel	£99 10
ZUNDAPP, '56, Bella, 150 Sctr., elec. str.	£119 10
ZUNDAPP, '57, 150 c.c. Bella Scooter, telescopic	£119 10
TERROT, '56, 125 c.c. T/S Scooterrot, 27 miles only	£130 10
DAYTON, '56, 225 c.c. Albatross, screen, unmarked	£130 10
LAMBRETTA, '58, 150 LDB Mark III Scooter	£130 10
MAICO-MOBILE, '58, 197 c.c. T/S Scooter, immaculate	£150 10

TWO-STROKES AT 276/9, BRIXTON HILL

B.S.A., '54, Winged Wheel on gent's cycle frame, good cond	£12 10
B.S.A., '49, 125, telescopic, battery lighting	£19 10
PHILLIPS, '55, 49, good condition	£19 10
B.S.A., '50, 125, D1 Bantam, telescopic, lightshields	£19 10
SUN, '55, 197 c.c., dual seat	£29 10
AMBASSADOR, '51, 197 Envoy, telescopic, pillion, panniers	£29 10
JAMES, '55, 98 c.c., spgr., carrier, bargain	£35 10
F.-BARNETT, '51, 197 c.c., spgr., d/seat, panns. G. cond.	£39 10
EXCELSIOR, '55, 98 c.c., Consort, luggage rack	£39 10
JAMES, '55, 150, telescopic, Cadet, spgr., panniers	£45 10
JAMES, '53, 197, dualseat, spgr.	£49 10
B.S.A., '57, 125 c.c. D.1 Bantam, spgr., carrier	£49 10
JAMES, '54, 197 c.c. Captain S/A., d/seat, Fairing, lshld.	£49 10
F.-BARNETT, '54, 197 c.c. Falcon, S/A., d/seat	£55 10
B.S.A., '55, 150, Major, spgr., carrier, good condition	£55 10
EXCELSIOR, '58, 98 c.c. Consort, spgr., d/st. l/shields	£59 10
F.-BARNETT, '58, 197 c.c. Falcon, s/arm, dual seat	£65 10
EXCELSIOR, '55, 250 T.T., spgr., fast	£65 10
JAMES, '54, 225 Colonel, S/A., dualseat	£69 10
EXCELSIOR, '57, 197 S/A., d/seat, w/scrn., panns.	£79 10
F.-BARNETT, '56, 197 c.c. S/A., d/seat, panns. immac.	£79 10
F.-BARNETT, '54, 225 Cruiser, S/A, d/seat, c/bars	£85 10
JAMES, '55, 225 S/A., dualseat, carrier	£85 10
ZUNDAPP, '56, 200, S/A., dualseat, carrier	£89 10
AMBASSADOR, '56, 200 Envoy, d/seat, S/A, lightshields	£89 10
JAMES, '56, 225, S/A., d/seat, w/screen, carrier, immac.	£95 10
JAMES, '57, 250, S/A., dualseat, immaculate	£119 10
ZUNDAPP, '57, 200, S/A., d/seat, immaculate, 5,000 miles	£119 10
F.-BARNETT, '58, 197 c.c. Falcon 51, S/A., d/seat. As new	£120 10
ZUNDAPP, '58, 200 S/A., d/seat. Absolutely as new	£120 10

TWO-STROKES AT 275/9, HIGH ST., ACTON

NORMAN, '51, 98 c.c. T/S motorcycle (cash only)	£15 10
ENFIELD, '47, 125 c.c. T/S "RE," excellent tyres	£19 10
JAMES, '54, 125 c.c. Mod. T/S, spgr., d/seat, 9,000 miles	£30 10
B.S.A., '54, 125 Bantam, telescopic, spgr.	£39 10
AMBASSADOR, '54, 197 Popular, telescopic, screen	£49 10
B.S.A., '54, 150 Bantam Major, telescopic, spgr., panns.	£55 10
B.S.A., '54, 150 Major, spgr.	£59 10
AMBASSADOR, '55, 197, Envoy, telescopic, S/A., D/S., L/S	£65 10
F.-BARNETT, '53, 197 c.c. Falcon	£65 10
B.S.A., '56, 150 c.c. T/S Bantam Major, D/S	£69 10
D.M.W., '55, 225 Cortina T/S., S/A., D/S., under 2,000 miles	£79 10
F.-BARNETT, '57, 150 T/S Plover 78, telescopic, S/A., matching	£80 10
ZUNDAPP, '56, 200 T/S, spgr., Model 2008	£90 10
ZUNDAPP, '57, 200 T/S, Model 2008, telescopic, S/A., D/S.	£100 10

SOLOS AT 276 BRIXTON HILL

B.S.A., '39, 350 o.h.v.	£12 10
RUDGE, '39, 500 o.h.v., telescopic, dualseat	£15 10
ARIEL, '50, 350 o.h.v., Red Hunter, telescopic	£19 10
B.S.A., '47, 500 s.v.	£19 10
HARLEY DAVIDSON, '39, 750 o.h.v. Twin, telescopic, mirror	£19 10
MATCHLESS, '46, 500 o.h.v. G80, telescopic, pillion	£25 10
MATCHLESS, '46, 350 o.h.v. G31, telescopic	£25 10
ARIEL, '47, 350 o.h.v. Red Hunter, telescopic	£29 10
B.S.A., '50, 250 o.h.v. C.11, telescopic, pillion, w/scrn.	£29 10
B.S.A., '46, 250 o.h.v. C11, telescopic, dualseat	£29 10
TRIUMPH, '48, 350 o.h.v. 3T Twin, telescopic	£29 10
B.S.A., '47, 500 o.h.v. B33	£35 10
B.S.A., '52, 250 o.h.v. C11, spgr., d/seat, w/scrn., carrier	£35 10
DOUGLAS, '48, 350 o.h.v. Twin, S/A., d/seat, carrier	£35 10
NORTON, '47, 500 o.h.v. Model 18, telescopic	£35 10
VELOCETTE, '51, 260 s.v. LE Twin, pillion, panns., w/scrn.	£35 10
B.S.A., '47, 350 o.h.v. B31, telescopic, d/seat, panns.	£39 10
B.S.A., '48, 500 o.h.v. B33, telescopic, w/scrn.	£39 10
DOUGLAS, '49, 350 o.h.v. Twin, S/A., d/seat	£39 10
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NORTON, '48, 500 s.v. Big 4, telescopic, pillion	£39 10

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TRIUMPH, '46, 500 o.h.v. 5T	£45 10
TRIUMPH, '48, 350 o.h.v. 3T, telescopic, dualseat	£45 10
ARIEL, '51, 500 o.h.v. Model VH, telescopic, d/seat	£49 10
ARIEL, '50 (reg.), 1,000 o.h.v. Sq. 4, girder forks, carrier	£49 10
TRIUMPH, '49, 500 o.h.v. T100 Twin, s/hub, d/seat, w/scrn.	£49 10
TRIUMPH, '54, 150 o.h.v. T15, spgr., dualseat	£49 10
ARIEL, '55, 200 o.h.v. Colt, spgr., d/seat	£55 10
DOUGLAS, '50, 350 o.h.v. Twin, S/A., d/seat, Sports	£55 10
ENFIELD, '51, 350 o.h.v. Model G, telescopic, d/seat, l/shields	£55 10
NORTON, '51, 500 o.h.v. M18, telescopic	£57 10
B.S.A., '52, 500 o.h.v. B33, spgr., dualseat	£59 10
SUNBEAM, '48, 500 o.h.v. S7 Twin, spgr., pillion	£59 10
SUNBEAM, '49, 500 o.h.v., spgr., pillion	£62 10
A.J.S., '53, 500 o.h.v. Model 18, telescopic	£65 10
ARIEL, '51, 500 o.h.v. Red Hunter, spgr., d/seat, l/shields	£65 10
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CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models; list free of Model C.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

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GEORGE CLARKE pay most for Sunbeam.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

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MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors.—365-5, London Rd., Mitcham. Tel. 0629. [S016/R

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B.S.A., '54, 250 o.h.v. C11G, telescopic, mirror	£69 10
NORTON, '54, 600 o.h.v., telescopic, dualseat	£69 10
B.S.A., '53, 250 o.h.v. B26, S/A., d/seat	£75 10
B.S.A., '53, 500 o.h.v. A7, spgr., d/seat, panns.	£75 10
B.S.A., '53, 350 o.h.v. B31, spgr., d/seat, panns., mirror	£75 10
ENFIELD, '54, 500 o.h.v. S/A., dualseat	£75 10
NORTON, '52, 500 o.h.v. E32, S/A. dualseat	£75 10
TRIUMPH, '55, 200 o.h.v. T20, spgr., dualseat	£75 10
B.S.A., '52, 350 o.h.v. B31, spgr., dualseat	£79 10
SUNBEAM, '51, 500 o.h.v. S5 Twin, spgr.	£79 10
B.S.A., '55, 250 o.h.v., spgr., dualseat	£82 10
A.J.S., '53, 500 o.h.v., S/A., dualseat	£85 10
B.S.A., '55, 500 o.h.v. B33, S/A., dualseat	£85 10
SUNBEAM, '52, 500 o.h.v. S8 Twin, spgr., dualseat, w/screen	£89 10
ARIEL, '54, 350 o.h.v. NH., S/A., dualseat	£89 10
SUNBEAM, '52, 500 o.h.v. S8 Twin, spgr., dual., l/shields	£89 10
B.S.A., '51, 650 o.h.v. A10 Twin, S/A., dualseat	£89 10
PANTHER, '57, 250 o.h.v. Model 65, S/A, dualseat	£89 10
A.J.S., '54, 350 o.h.v. 16MS, S/A., d/seat, tank cover	£105 10
ARIEL, '55, 350 o.h.v. Red Hunter S/A, dualseat	£109 10
ARIEL, '52, 1,000 o.h.v. Sq. 4, telescopic	£109 10
B.S.A., '57, 250 o.h.v. C12, S/A., d/seat, carrier	£115 10
TRIUMPH, '53, 500 o.h.v. T100 Twin, s/hub, d/seat	£115 10
VINCENT, '53, 500 o.h.v. Comet, S/A, dualseat	£115 10
ARIEL, '55, 500 o.h.v. KH Twin, S/A, dualseat	£119 10
B.S.A., '54, 650 o.h.v. A10 Twin, S/A	£125 10
VINCENT, '50, 1,000 o.h.v. Rapide, S/A, dualseat	£125 10
B.S.A., '56, 350 o.h.v. B31, S/A, dualseat	£130 10
A.J.S., '54, 500, S/A, d/seat, carrier. Good condition	£135 10
ARIEL, '55, 350 o.h.v., S/A, dualseat	£135 10
NORTON, '55, 500 o.h.v. Dom. 7, S/A, dualseat	£135 10
TRIUMPH, '54, 650 o.h.v. 6T s/hub, dualseat	£135 10
ARIEL, '53, 1,000 o.h.v. 4G, spgr., dualseat	£139 10
B.S.A., '57, 350 o.h.v. B31 de luxe, S/A, dualseat	£145 10
MATCHLESS, '54, 500 o.h.v. G9 Twin, S/A, dualseat	£145 10
TRIUMPH, '54, 500 o.h.v. T100, S/A, dualseat	£145 10
ARIEL, '56, 500 o.h.v. KH Twin, S/A., d/seat, s/bar	£149 10
ENFIELD, '57, 350 o.h.v. Bullet, S/A, dualseat	£149 10
TRIUMPH, '54, 650 o.h.v. T110, S/A, dualseat, fairing	£149 10
MATCHLESS, '55, 500 o.h.v. G9 Twin, S/A, dualseat	£149 10
MATCHLESS, '56, 500 o.h.v. G80S, S/A, dualseat	£155 10
TRIUMPH, '55/56, 500 o.h.v. Twin T100 S/A., d/seat	£160 10
TRIUMPH, '57, 500 o.h.v. 5T Twin, dualseat	£175 10
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NORTON, '56, 600 o.h.v. Dom. 99, S/A, dualseat	£179 10
NORTON, '57, 600 o.h.v. Dom. 77, S/A, dualseat	£189 10
MATCHLESS, '57, 500 o.h.v. G11, S/A, dualseat	£189 10
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ARIEL, '58, 650 o.h.v. FH, S/A, dualseat. As new	£229 10
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B.S.A., '46, 500 s.v. M.20, dualseat	£19 10
TRIUMPH, '29, 500 o.h.v. S. Twin, spgr., dualseat	£19 10
A.J.S., '46, 350 o.h.v. 16M	£25 10
MATCHLESS, '46, 500 o.h.v. G80, telescopic	£25 10
ARIEL, '51, 500 o.h.v. VH, telescopic, dualseat	£45 10
ENFIELD, '51, 500 o.h.v. J2, telescopic, l/shields, pillion	£49 10
INDIAN, '54, 250 s.v. Brave	£49 10
ARIEL, '51, 500 VHS, telescopic, spgr., dualseat	£49 10
B.S.A., '52, 350 o.h.v. B31G	£59 10
B.S.A., '50, 350 o.h.v. B31, spgr., l/shields, telescopic	£59 10
SCOTT, '47, 600 Squirrel, telescopic, screen, full-width hubs, D/S	£59 10
VELOCETTE, '50, 350 MAC, telescopic, r/carr., Midland fairing	£59 10
ARIEL, '55, 200 o.h.v. Colt, spring frame	£60 10
TRIUMPH, '55, 200 Cub, springer	£75 10
SUNBEAM, '52, 500 o.h.v. S7, telescopic, spgr., d/seat, carrier	£79 10
A.J.S., '53, 350 o.h.v. 16MS, S/A, telescopic, dualseat	£89 10
B.S.A., '53, 350 o.h.v. B31, dualseat, springer, clean	£89 10
MATCHLESS, '51, 500 o.h.v. G80S	£89 10
MATCHLESS, '54, 350 o.h.v. G31, w/screen, s/bar panns.	£89 10
TRIUMPH, '50, 650 o.h.v. Twin, telescopic, spr. hub, dualseat	£89 10
A.J.S., '53, 500 o.h.v. Model 18S, springer	£89 10
NORTON, '52, 500 o.h.v. Dom. 7, S/A, D/S, "as new" tyres	£89 10
VELOCETTE, '53, 350 o.h.v. MAC	£89 10
TRIUMPH, '50, 500 o.h.v. T100, s/hub	£105 10
A.J.S., '51, 500 o.h.v. Twin Mod. 20, S/A, dualseat	£109 10
B.S.A., '53, 350 o.h.v. B31, s/arm	£109 10
MATCHLESS, '52, 500 o.h.v. G9 Twin, S/A, telescopic, D/S	£109 10
M.V. AUGUSTA, '56, 125 o.h.v. Turismo Rapido	£109 10
TRIUMPH, '53, 650 o.h.v. 6T, telescopic, D/S, s/hub	£109 10
TRIUMPH, '53, 650 o.h.v. 5T Twin, s/hub, D/S, Craven p.	£115 10
SUNBEAM, '54, 500 o.h.v. S8, springer	£119 10
N.S.U., '56, 250 o.h.v. Max, telescopic, S/A, c/case, dualseat	£139 10
MATCHLESS, '53, 500 o.h.v. G9, s/arm	£139 10
ARIEL, '55, 350 o.h.v. NH, s/arm, dualseat, crash bar	£139 10
MATCHLESS, '55, 500 o.h.v. G9	£139 10
MATCHLESS, '55, 500 o.h.v., S/A, crash bar spotlight	£149 10
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TRIUMPH, '56, 500 o.h.v. T100, s/arm	£149 10
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BANKS, 62-64, Grand Parade, N.4. Sta. 0367. [C1166

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J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Triumph agents; terms, spares, service, repairs.—809-811, High Rd., Goodmayes. Tel. Seven Kings 9744. [C1119/R

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GEORGE CLARKE pay most for Triumph.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

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URGENTLY required good used Triumph, send particulars and price, buyer will call, best prices paid.—314/316, King street, Hammersmith. Riv. 1401. [W1136

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SMITH'S, 86, Chalk Farm Rd., N.W.1, want Triumphs.—Gul. 2767. [0070/R

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CLAUDE RYE, Ltd., Triumph specialists.—Comprehensive range, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

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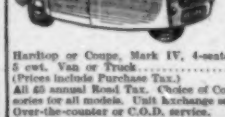

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WHITBYS OF ACTON.—All Villiers spares and exchange units.—263, Acton Vale London, W.3. She. 6785. [S1128/R

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MEETENS, Shannon Corner, New Malden (Tel. Malden 3110), for Britain's most comprehensive stocks of everything Villiers; trade supplied, full terms. [C1203

O'NEILL BROS., Ltd.—Stock spares, exchange units for post-war engines and gear boxes, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 7629. [S1179

MANCHESTER official spares stockists and repairers of all types Villiers engines, a/cycle and industrial.—Parkin, 437, City Rd., Manchester, 16. Tra. 0869. [0258/R

GODFREY'S, Ltd.—Villiers spares stockists.—226-234, London Rd., W. Croydon. Cro. 3641-2. 208, Great Portland St., W.1. Eus 4652; 418, Romford Rd., Forest Gate. Gra. 1254. [S1052/R

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1951 Vincent Rapide, fitted Steib sidecar; £178.

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85gns.—Vincent, 1951, 499cc ohv Series C Comet, very good condition; choice of 3; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham 6041. [C1114

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A.J.S., 1952, 16M 350 c.c. O.H.V. teles., panniers etc. £85
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ARIEL, 1954, VH 500 c.c. O.H.V. Sports, s/arm, sprg. Nice £115
NORTON, 1955, ES2 500 c.c. O.H.V., s/arm, springer, dual seat £119
TRIUMPH, 1954, 6T 650 c.c. O.H.V. Twin, sprtsr hub, teles. £129
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VINCENT, 1951, Rapide 1,000 c.c. O.H.V. Twin, sprg. Fast £149
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B.S.A., 1957, E. Rocket 650 c.c. O.H.V., Rev. counter, etc. £209
NORTON, 1958, 88 500 c.c. O.H.V. De Luxe, Avon Fairing £219
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TRIUMPH, 1958, 6T 650 c.c. O.H.V. s/arm, springer, screen £219
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VESPA, 1956, 42LS 125 c.c. screen, carrier, pillion £59
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B.S.A., 1950, B33 500 c.c. O.H.V., telehorks, spring frame, fitted Watsonian Albion single-seater on VG21 chassis .. £100
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B.S.A., 1958, M21 500 c.c. Side Valve, telehorks, springer, fitted 1958 Watsonian Manxtake on VG21 chassis, Brake . £290
TRIUMPH, 1957, 6T 650 c.c. Twin, s/arm, springer, fitted Steib S501 to match, with hood, screen and brake £279
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1950 Comet C, fitted with our special glass-fibre petrol tank, good all round; £119.
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ALL outstandingly clean and in super condition; the above are representative examples; many more to be seen; all these machines may be purchased with one-fifth deposit and balance over 2½ years if desired. —178-184, Brownhill Rd., Catford, S.E.6. Hit. 8888 [C1012

BLACK Prince, first reg. 1956, one owner.—95, Harvest Bank Rd., West Wickham, Kent. [6557

HUMPHREYS for Vincent spares and service; selection of used Vincents usually in stock.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3526. Close Thursday 1 p.m. [C1058/R

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ROWLAND SMITH'S, the Vincent buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

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GEORGE CLARKE pay most for Vincent.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

HUMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Euston 3526. Close Thursday 1 p.m. [W1058/R

POST Vincents urgently wanted for cash.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 58. [0036/R

A. E. REYNOLDS, Ltd., urgently require good clean Vincents, solos and combinations; hire purchase settled.—Berry St., Liverpool. [W1106/R

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MILLARS MOTORS (MITCHAM), Ltd.—Vincent spares stockists and distributors.—363-5, London Rd., Mitcham. Tel. Mitcham 0629 [0131/R

HUMPHREYS, Vincent spares stockists and distributors for North London; c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. [S1058/R

CONWAY MOTORS have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders.—Conway Motors, Ltd., 301-309, Goldhawk Rd., W.12. Tel. (Spares). Riverside 5725. [S1021/R

ROSS MOTORS, Ltd.—The Midland Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders; c.o.d. if desired.—Ross Motors, Ltd., 16, Stockwell Head, Hinckley, Leics. Spares: Tel. Hinckley 3641. [0142/R

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BELLA Scooter, 150cc, for sale, excellent condition, 1954; no dealers.—Tel. Tudor 5916. [8852

GODFREYS, Ltd., appointed dealers all depots.—See display advertisement. [C1052/R

BELLA, 150cc, '57, recent £20 service; new Motomac, tyres, windscreen, insurance.—Hornchurch 42499. [8855

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SLOCOMBES OF NEASDEN!!! for your new Zundapp Bella; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

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JAMES, 1956, 150 c.c. Cadet, s/arm	£65 10 0
JAMES, 1956, 197 c.c. Captain, s/arm, dualseat	£89 10 0
NORTON, 1956, 500 c.c. Model 88 Twin	£189 10 0
N.S.U., 1957, 250 c.c. Max; s/arm, dualseat	£179 10 0
PANTHER, 1957, 197 c.c., s/arm, d/seat, panniers	£105 10 0
TRIUMPH, 1955, 150 c.c. Terrier, sprg., d/seat, scrn.	£69 10 0
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1955 Triumph Thunderbird, swinging arm; snip at £149.

1956 Triumph T110 650 twin, swinging arm, immaculate condition; £179.

1952 Triumph Tiger 100, sprung hub, very clean; snip at £59.

1947 Triumph 500 twin, Avon Fairing, fitted with child/adult sidecar; snip at £58.

1950 Triumph Tiger 100, lovely condition throughout, sprung hub; £69.

1953 B.M.W. R51 twin, springer, fitted with 1957 Watsonian Avon sidecar and brake, super condition throughout; £259.

1952 Velocette 350 MAC; super bargain at £59.

1958 Royal Enfield 350 Bullet, swinging arm, as new; £169.

1953 Triumph Thunderbird 650 twin, springer, fitted with Canterbury Crusader sidecar and brake, super condition throughout; snip at £159.

ONE-FIFTH deposit, balance 3 years.

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MITCHELL ERSKINE, Kingsbury Circle.

£25.—1954 98cc Bown.

£35.—1949 600cc Panther.

£59.—1955 197cc Francis-Barnett.

£59.—1953 350cc Ariel, s/frame.

£89.—1953 B.S.A. A7, s/frame.

£139.—1956 350cc Matchless, s/arm.

£169.—1956 Triumph Thunderbird, immaculate.

COMBINATIONS.

£69.—1949 600cc Panther, fitted 1954 Ascot.

£112.—1953 B.S.A. A7, fitted full-door Ascot; 1/5th dep., balance 12, 18 or 24 months.—The Broadway, Kingsbury, N.W.9. Tel. Colindale 7504. [C1141

JACK KENDALL OF ISLINGTON offer:—

1954 A.J.S. 500, sw. arm; £115.

1953 B.S.A. 500; £59.

1952 Ariel 350 springer; £79.

1952 Royal Enfield 500; £48.

1954 Bella scooter; £69.

COMBINATION:—

1950 A.J.S. 500, sw. arm, fitted Watsonian Monarch sidecar; £105.

ALL above machines now offered at 1/5 deposit; second-hand machines required for cash.

SOME other bargains for callers.—324, York Way, Islington, N.1. Tel. North 5300. [C1015

PETER BROWN MOTORCYCLES, 6, Bromley Hill, Bromley, Kent. Ravensbourne 4812 and 6105.

1957 Triumph Tiger 100, a fast, superb solo; £195.

1956 Norton Dominator 99, fitted high compression motor, low mileage; £165.

1955 Norton Dominator 88, extras, low mileage; £155.

1955 Velocette MAC 350cc, swg./arm, a machine for the enthusiast; £125.

1952 B.S.A. Golden Flash 650cc, fitted with late Carmobile chair, the ideal family outfit; £179.

1951 Matchless G9, complete new motor fitted Jet 80, many extras; £155. [C1014

RAY KEMPSTER, Ltd., offers new machines at greatly reduced prices, also all the latest models in stock, scooters, mopeds, m/cycles and three-wheelers, large stock of secondhand machines, terms, insurance, exchanges.—344-346, Upper Richmond Rd. West, East Sheen, S.W.14. Pro. 9440. [C1144

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G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. [C1107/R

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At the moment we have all the latest 1959 machines in stock for **IMMEDIATE DELIVERY** ready to ride away in 10 min. If you do not wish to take immediate delivery be sure to take advantage of our offer of **FREE STORAGE.** Unequalled after-sales service. **FREE DRIVING TUITION.** Highest Part Exchange Allowance on your Motor Cycle, Scooter, Three-Wheeler or Car.

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1/5th DEPOSIT ONLY

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Open Sundays 10-1 for inspection only

MAIDA VALE 4044 Open 9-6 Six Days

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WHEELERS.—1947 B.S.A. 350cc ohv; £36.

WHEELERS.—1950 Matchless 500cc s/arm; £38/10.

WHEELERS.—1957 A.J.S. 500cc twin, one owner; £206.

WHEELERS.—1953 B.S.A. 250cc ohv; £64.

WHEELERS for all new machines, sidecars & Bond 3-wheelers; hire purchase terms, one-fifth on new, one-quarter on second-hand.

WHEELERS, 45-47-51, Waterloo Rd., Epsom. Tel. 4505. [C1131

WATERS OF WELWYN GARDEN CITY offer:—

1957 B.S.A. A10 650cc, beige finish, many extras including windscreen, panniers, crash bar, spot lamps, very nice condition; £195.

1958 (registered) Ariel 650cc Huntmaster, fitted Watsonian Avon sidecar, outfit in immaculate condition, ideal fast touring outfit; £269/10.

1957 N.S.U. Prima, 2-tone finish, small mileage; £165.

1956 Douglas Vespa Gran Sport, clean condition, very fast; £125.

ONE-FIFTH deposit, balance over 2 years if required; remember for your new or used machine 'phone, write or call.

WATERS, 30, Storehills, Welwyn Garden City, Herts. Welwyn Garden City 5053.

OTHER branches at Baldock, Hertford, Hatfield and Hemel Hempstead. [8871

AUBREY BOSWORTH offers on easiest terms and deposit to suit:—

1952 B.S.A. Golden Flash, springer; £95.

1955 Triumph Tiger Cub, springer; £79/10.

1951 B.S.A. Bantam, springer; £47/10.

1949 B.S.A. A7, springer; £79/10.

1949 Ariel KH twin; £50/10.

1950 B.S.A. B33; £60/10.

1955 98cc Bown, Villiers; £35.

1956 N.S.U. Quicklys; from £29/10.

1956-7 B.S.A. B31, swinging arm; £149/10.

1953 B.S.A. Golden Flash, springer, fitted with c/a sidecar; £149/10.

1954 B.S.A. A7, swinging arm, fitted with Steib sidecar; £189/10.

1952 B.S.A., fitted with c/a sidecar; £90/10.

1948 B.S.A. M20, fitted with B.S.A. touring sidecar; £49/10.

SCOOTERS include:

1956 Vespa, with all extras; £79/10.

1955 Parilla Greyhound; £69/10.

1957 Albatross, 225 Villiers; £139/10.

1957 Albatross, twin Villiers; £169/10.

NEW Lambrettas, Albatross, Vespas; immediate delivery on lowest terms.

385 High Rd., Kilburn, N.W.6. Tel. Maida Vale 0952. [C1170

KINGSTON MOTOR CYCLES offer the following first-class used machines:—

1956 A.J.S. 350cc 16MS; £152/10.

1958 Triumph Tiger Cub, Avon Fairing, etc.; £135.

1952 Ariel 500cc VH twin, sprung frame; £90.

1956 Ariel 350 NH, s/arm; £150.

1958 B.S.A 250cc C12; £135.

1955 Francis-Barnett 197, s/arm; £85.

1958 Enfield Crusader Airflow, complete with Rodark panniers, negligible mileage, as brand new; £195.

1955 B.S.A B33, s/arm; £135.

1956 Ariel Colt; £85.—26-28, London Rd., Kingston-on-Thames. Tel. Kingston 2245. [C1075

OWING to shortage of storage space and the fact that some of the following require minor adjustments, we offer at real knock-out prices; terms one-third, balance 12-18 months:—

DOUGLAS 1950 blue sports 350cc; £30.

MATCHLESS 1948 500c ohv s/a rear susp; £30.

TRIUMPH 1953 T100, alloy sp. hub; £79.

ARIEL 1947 (regd.) s/p ohv, all on; £17.

NORTON 1950 (reg.) 490cc 16H, all on; £16.

NORTON 1957 (reg.) 490cc 16H, all on; £23.

TRIUMPH 1941 500cc Speed Twin; £22.

ENFIELD 1956 (reg.) 125cc, equipped; £18.

INDIAN 1944 twin, splendid condition; £21.

SEND for lists.

DAWSONS for satisfaction, Shakespeare St., Nottingham. Tel. 41181. [C1029

CALLERS only, motorised cycles from 5gns cash (some needing attention); motor cycles from 9gns cash (some needing attention); open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hamp. 6041 [C1114

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ARIEL • BOND MINICAR, etc., etc.

A FEW 1958 SHOP-SOILED MODELS

MAKE AND MODEL	List Price	Reduced to
ARIEL Huntmaster Twin 650 c.c.	£270 8	£243 8
B.S.A. B31 350 c.c. O.H.V. s/a.	£289 10	£206 13
EXCELSIOR Super Talisman Twin 328 c.c.	£212 1	£191 0
N.S.U. Prima 5 Star, self-starter, 175 c.c.	£239 14	£216 0
VELOCETTE Valiant 192 c.c. Twin	£222 0	£199 5
VELOCETTE Viper 350 c.c. O.H.V.	£258 5	£233 10
WHIPPET Sports 65 c.c. O.H.V.	£99 19	£90 19
N.S.U. Max 250 c.c. O.H. camshaft	£236 10	£213 10
LAMBRETTA 125 with pillion	£165 8	£155 10

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49cc. £48-16-4 Cash or £5 Deposit. Balance 12/11 p.w.

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Phone: BAL 4231-2	Phone: NEW X 5118

MOTOR CYCLES MISCELLANEOUS

FISHERS OF ACTON.—From 1/5 deposit, balance 12, 18, 24 months.

'56 Norton 19S 600 swinging arm, very low mileage, as new; £129/10.

'54 Triumph Tiger 110, 650 twin swinging arm; £129/10.

'53 Ariel 1,000 Square Four, 4-port, alloy engine, springer; £129/10.

'54 Huntmaster 650 swinging arm Twin; £129/10.

'52 1,000cc Square Four, alloy engine; £109/10.

'54 B.S.A. A10 swinging arm 650cc Twin; £139/10.

'52 A10 swinging arm 650 springer; £109/10.

'52 A10 springer, Canterbury child-adult saloon, good; £149/10.

'49 M21 600 sv child/adult saloon, very sound outfit; £89/10.

'53 A7 springer, full-door Ascot saloon; £109/10.

'55 Bantam Major; £49/10.

'38 B.M.W. R5 Twin 500, teles.; £69/10.

'53 Panther 600, large 2-door saloon sidecar; £109/10.

'56 Royal Enfield 700 Meteor, double adult full-door Canterbury, first-class outfit; £199/10.

'54 Francis-Barnett Scrambler, 197cc 4-speed; £59/10.

LARGE Maxstoke child/adult saloon on brake wheel VO21 chassis; £45.

DOUBLE adult full-door Canterbury with brake and sprung wheel; £69/10.

3-SEATER saloon Raven, full door, brake and sprung wheel, as new; £99/10.

SILCHESTER full door, Garrard chassis; £59/10.

MANY others in our free list.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007. 3 mins. Acton Underground. [C1005

HARRY NASH.—Big choice of high-class bargains; brand new 1958 models 10% off total price.

H—New 1957 Huntmaster s/car, spec., £225; 1953 Sunbeam S7, two seater saloon, smart; £125.

H—1958 250 twin Norman, 2,000 mls., as new, £139;

H—1957 Triumph T6c, extras, magnificent; £179.

H—1956 N.S.U. Prima 150, starter, spare, £115;

H—brand new Panther 600, a/child sal; £299.

H—1957 LDA, extras, 1,200 miles, £145; many nice Matchless and A.J.S. models for choice.

H—1953 Speed Twin, ex Met. Police, beauty, £115;

H—1955 Norton twin 88, fairing, bargain; £135.

H—1952 Sunmbeam S7, eng. recond. by us, £99; many clearance bargains for callers; one-fifth dep.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

D. J. SHEPHERD & Co. (Enfield), Ltd., 434-436, Hertford Rd., Enfield. Tel. Howard 1631, 2923.

1955 350cc Ariel Red Hunter a/arm; £105.

1955 125cc B.S.A. Bantam springer; £50.

1949 250cc B.S.A. C11 ohv; £35.

1956 350cc B.S.A. B31 a/arm; £135.

1957 150cc James Cadet; £69.

1958 250cc James Commodore; £139.

1951 650cc B.S.A. and Watsonian a/seater s/c (one owner); £130.

1955 500cc Matchless G9 with 1957 Watsonian Monarch s/c, many extras, immaculate condition; £225. [C1152

REX JUDD.—1951 B.S.A. A10 650cc, pannier frames, carrier, screen and spotlight, very good condition; £99.

REX JUDD.—1952 B.S.A. A10 650cc, in really good condition throughout; £89.

REX JUDD.—1954 B.S.A. ohv 250cc, dual seat, panniers, legshields, spring frame, bargain; £79.

REX JUDD.—1954 B.S.A. 125cc, spring frame, complete pannier equipment, legshields, £59.

REX JUDD.—1957 B.S.A. 150cc, swinging arm, screen, legshields; £79.

REX JUDD.—1955 B.S.A. 250cc, spring frame; £79.

REX JUDD.—1957 Excelsior 98cc, Scooterbyke, one owner only, very low mileage; £59.

REX JUDD.—1957 Francis-Barnett 197cc, fairing and legshields, 9,000 miles only; £99.

REX JUDD.—1958 Gilera 175cc, very low mileage, really like new, a super job for the enthusiast; £139.—High St., Edgware 3944/0862. [1077

WALLY HAINSBY, 293, West End Lane, London, N.W.6. Tel. Swi. 2896. H.P. terms, 1/5 deposit, balance 12-24 months; part exchanges welcomed.

1953 B.S.A. 350 springer, very attractive, good tyres, mechanically perfect; £79.

1954 B.S.A. 125 Bantam springer, recond. engine, very smart; £40.

1954 Matchless 500 s/arm, one owner, with extras, perfect throughout; £119.

1955 B.S.A. 650 Black Flash, s/arm, Craven panniers, screen, etc., showroom condition; £152.

1958 B.S.A. 150 Bantam Major, s/arm, one owner, low mileage, immaculate; £89.

ALL our machines are workshop overhauled.

WALLY HAINSBY has many other good bargains not advertised; it's worth a visit. [C1143

DISMANTLED MACHINES

1946 T100 Triumph; 1946 350 Panther; 1952 90cc Bown.—Bennett, 28, Naylor Rd., S.E.15. New 3197. [C1081

TAYLOR MATTERSON Ltd

FOR

COMBINATIONS

We have a very fine selection all in tip-top condition. Each has been carefully checked in our workshops and carries our 3 months' guarantee. Part exchange and H.P. on the new Low Deposit Terms welcomed. On-the-spot Insurance. Immediate delivery.

The following are just a few :

'49	**B.S.A.** A7 500 c.c. twin, d/seat etc., finished black and chrome fitted C/A sidecar maroon and black, good tyres. As seen	£89
'48	**NORTON** Big 4 600 c.c. S.V., d/seat, fitted C/A sidecar in matching black	£79
'50	**ARIEL** VH 500 c.c., d/seat, good tyres, fitted Watsonian Avon S/S sidecar in black. Cheap	£79
'50	**ARIEL** VB 600 c.c., extras include windscreen, legshields, handlebar muffs, good tyres fitted D/A sidecar	£95
'49	**NORTON** Big 4 500 c.c. S.V., handlebar mirror, good tyres fitted Trinder C/A sidecar	£90
'54	**NORTON** 16H 500 c.c. S.V., d/seat, windscreen, etc., fitted S/S sidecar on V.O.21 chassis. All tyres good, sound mechanically but requires tidying up	£90
'51	**NORTON** Big 4 600 c.c. S.V., windscreen, legshields, fitted Watsonian C/A sidecar, very clean	£105
'52	**A.J.S.** 500 c.c., windscreen, rear carrier, handlebar mirror fitted Canterbury C/A sidecar	£110
'51	**NORTON** Big 4, 600 c.c. S.V., legshields, d/seat, fitted Watsonian C/A sidecar	£110
'52	**NORTON** 16H 500 c.c. S.V., fitted almost new Canterbury C/A sidecar on Norton chassis, exceptionally clean	£125
'57	(Dec.) **FRANCIS-BARNETT** Falcon 74, 197 c.c. 4-speed, fitted with a Surrey S/S sidecar, finished in matching Arden green. This is a one-owner, low mileage outfit and is taxed for the year	£120
'53	**A.J.S.** 16MS 350 c.c., s/arm springer, d/seat, fitted Watsonian S/S sidecar. A very clean lightweight outfit	£130
'53	**TRIUMPH** 5T 500 c.c., sprung hub, fitted with a Watsonian Sports S/S sidecar, finished in black, dualseat, fly-screen and h/bar mirror	£140
'54	**NORTON** E32 500 c.c., s/arm springer, fitted Watsonian Ascot S/S saloon sidecar, nice condition throughout	£160
'55	**PANTHER** 100 600 c.c., fitted with a Streamline C/A sidecar, finished in maroon, windscreen. An exceptionally clean outfit, 2,000 miles only	£180
'55	**B.S.A.** M33 500 c.c. O.H.V. springer, fitted with a Streamline C/A sidecar, finished in maroon. Extras include d/seat, windscreen and l/shields	£195
'54	**B.S.A.** A10 650 c.c. spr., h/bar mirror, w/screen, good tyres fitted Watsonian Monarch S/S sidecar, taxed	£190
'55	**TRIUMPH** 6T 650 c.c., s/arm springer, fitted Watsonian Avon S/S sidecar in matching blue, taxed, very clean	£205
'57	**B.S.A.** A10 650 c.c., springer, fitted Watsonian S/S saloon sidecar, supplied new by us, taxed end of year, good tyres	£240
'54	**VINCENT** Rapide 1,000 c.c., s/arm springer, fitted with a (S/S) Garrard S/S sidecar on VO21 chassis with spring wheel and brake, Avon fairing. A super outfit for the enthusiast, taxed for the year	£250
'56	**NORTON** 88, 350 c.c., S/A springer, fitted with a Watsonian Monaco S/S sidecar, finished in matching grey, one owner, 4,000 miles only, taxed for the year	£320

We also have over 200 New and Guaranteed Used Solos in stock. Write, 'phone or call with details of your needs—we can supply you.

74 BEDFORD HILL
BALHAM S.W.12 Tel BALham 4201/2

THREE-WHEELERS AND CARS

MERCURY offer:—

£395!!—1952 Morgan Plus 4 drop head coupe ivory and black leather, unworn tyres, most attractive car; £99 deposit.

£245!!—1947 Morris 8 series E de luxe saloon, 4-door sun roof, above average; £65 deposit.

£245!!—1956 B.M.W. Isetta, first class order; £49 deposit.

£235!!—1957 Bond Minicar de luxe, self-starter, etc., bronze, red interior, 7,000 miles, as new; £49 deposit.

£145!!—1957 Morgan 4/4 2-seater, nice runner, good hood; £50 deposit.

CHOICE of several other Morgan 3-wheelers.

ALSO a selection of small hp saloon cars from £35 to £65 at ⅓ deposit.

FROM one-quarter deposit on all above, balance 12, 18 or 24 months; your motor cycle or combination in part exchange; tel. or write for list; 9-6 week-days, 10-1 p.m. Sunday for inspection.

MERCURY MOTORS, Universe House, 234-6, Harrow Rd., Wembley. Wembley 6058-9. [C1064

CARS, vans, and new Morgans.—Ron McKenzie, Stretford, Manchester. [C1086

COMERFORDS.—New Austin A35, Metropolitan, Healey Sprite, Ford, Heinkel, Messerschmitt, Bond, Reliant; m/c taken in exchange.—Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5551. [C1006

A.C. PETITE

1956 de luxe, choice of two; £349.—Godfreys, Ltd., Euston 4632. [C1052

A.C. PETITE WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

AUSTIN

1/10TH deposit secures new 1959 A35 car or van; balance over 3 years; highest exchanges.—Geo. Clarke Motors, 276-8, Brixton Hill, S.W.2. Tul. 3211. [C1019

CONWAY MOTORS.—Austin agents; immediate delivery of A35 cars and vans; early delivery of A40 and Sprite models; motor cycles taken in exchange; h.p. terms.

CONWAY MOTORS, 299-309, Goldhawk Rd., Shepherds Bush, W.12. Tel. Riv. 4872. [C1021

COMERFORDS.—Immediate delivery new Austins, A35, Metropolitan, Healey Sprite; motor cycles and 3-wheelers in exchange; easy terms.—Portsmouth Rd., Thames Ditton. Emberbrook 5551. [C1006

B.M.W. ISETTA

WHITBYS OF ACTON.—Immediate delivery new Isetta; h.p., exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all depots.—See display advertisement. [C1053/R

CLAUDE RYE for your new 3- or 4-wheel Isetta; immediate delivery; terms; highest exchange allowance.—899, Fulham Rd., S.W.6. Renown 6174. [C1105/R

ASK Pankhursts of Hammersmith for demonstration of new Isetta 3-wheelers; any vehicle taken in part exchange.—Tel. Riv. 1401. 314-316, King St., Hammersmith, W.6. [C1136

B.M.W. ISETTA WANTED

GEORGE CLARKE pay most for B.M.W. Isetta.—278, Brixton Hill, S.W.2 Tul 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require Isettas; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

BOND MINICAR

GEORGE CLARKE.

£40 deposit secures delivery of new 1959 Bond; balance over 3 years.—275-9, High St., Acton, W.3. Acorn 6543. [C1018

ROWLAND SMITH'S for Bond.

NEW models in stock.

185 gns.—Bond Minicar, 1956, 2-seater, carefully used; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate delivery.

SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-7 (Sats. 9-5) [C1130/R

1953 2-str., extras, £129, 1956 2-str. de luxe, £219.—Godfreys, Ltd., Euston 4632. [C1052

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from:—NAYLOR & ROOT, Ltd., Motor Cycle House, 39, East Hill, S.W.18. Bat. 2252. [C1069/R

PRIDE & CLARKE *offer*

SUPERB SELECTION CAR & MOTORCYCLE
BARGAINS

HIGHEST EXCHANGES **BIKES for CARS**

TERMS:—From 1/10th DEPOSIT with up to 36 MONTHS TO PAY

£12-19-6 DEPOSIT, 24 monthly payments £6-13-2

THE AMAZING NEW 1959 **DKW** '200' VS

CASH PRICE £129 - 19 - 6

SOLOS

'58 Matchless, 600 O.H.V. G11	£200	10
'56 Triumph, 650 6T, s/arm	£199	10
'55 Matchless, 500 Clubman, s/arm	£150	10
'55 Triumph 500 Speed Twin	£140	10
'56 B.S.A. 350 O.H.V., B31, spgr.	£119	10
'54 Matchless 500, G80, s/arm	£109	10
'53 Triumph, 650 Thunderbird, sprung hub	£99	10
'53 Ariel 350, O.H.V., spgr.	£59	10
'51 Norton, 600, Big Four	£49	10
'48 B.S.A., 500 O.H.V., B.33, spgr.	£49	10

COMBINATIONS

'53 B.S.A. 650 Twin, spgr., with '57 Watsonian Maxstoke sidecar	£179	10
'53 Triumph 650 6T, sprung hub and Watsonian Avon Sports sidecar	£149	10
'56 Sunbeam Twin, spgr., with Swallow Jet 80 sidecar	£129	10
'51 Ariel 500 Twin, spgr., with Swallow Sports sidecar	£99	10
'53 B.S.A. Star Twin, fitted Garrard 800 sidecar	£99	10

HIGHEST EXCHANGES **CARS for BIKES**

TERMS:— 20% DEPOSIT and 18, 24, 36, MONTHS TO PAY

CARS

'55 Austin A30 saloon, heater	£379	0
'58 Ford Anglia de luxe saloon, 2 pedal	£479	0
'56 Ford Anglia saloon, heater	£429	0
'56 Ford Popular saloon, 7,000 miles	£290	0
'55 Ford Prefect saloon, heater	£419	0
'56 Hillman Gaylook, heater	£469	0
'52 Hillman Minx Mk V saloon, heater	£339	0
'56 Morris Minor D/L saloon, heater	£450	0
'54 Morris Minor convertible	£389	0
'55 Standard 8 De Luxe saloon, heater	£379	0

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'57 B.M.W. Isetta 250	£250	0
'56 Bond 2-str. De Luxe. 1 owner	£229	0
'57 Reliant Regal coupe. 1 owner	£349	0

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KENBOURNE MOTORS, Bournemouth.—3-wheeler distributors, models from stock; part ex. welcome. —Winton 1802. [0542

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [0076/R

COMERFORDS for Bond and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R

GODFREYS, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R

GODFREYS, Ltd., the 3-wheeler specialists; Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spares service at 427, Brighton Rd., Croydon. Upl. 8275. [C1052/R

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock. —Call 23, Piccadilly. Gerrard 6055. 186, Holland Park Ave., Park 2410. 67, Goldsworth Rd., Woking 5231.

£38!! deposit and £14/2/2 for 30 months; cash £380. £18 dep. and £6/11/3; cash £180 for used Bond [0532

BOND MINICARS.—Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. [0623/R

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PRIDE & CLARKE.—Biggest demand, highest prices. —158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

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CLAUDE RYE for your new Coronet; only £367/15/6; immediate delivery; terms; highest exchange allowance.—899, Fulham Rd., S.W.6. Renown 6174. [C1105/R

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SOLE concessionaires for U.K.—Goggomobil, Ltd., 93-95, Old Brompton Rd., S.W.7. Knl. 7705-6-7-8. [0111/R

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CLAUDE RYE urgently require Goggomobil; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

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ROWLAND SMITH'S for Heinkel.

IMMEDIATE delivery; choice of colour.

TERMS, exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

GODFREYS, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, E.11. See display advts. [C1152/R

WHITBYS OF ACTON.—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

ASK Pankhursts of Hammersmith for demonstration of Heinkel; any vehicle taken in part exchange.—Tel. Riv. 1401. 314-316, King St., Hammersmith, W.6. [C1136

INTERNATIONAL SALES, Ltd., 34-40, Palfrey Place, London, S.W.8; world concessionaires.—Tel. Reliance 4241. Head Office, Dublin. European Office: Dortmund, Germany. [0110

FANTASTIC, but factual and unbelievable, but true; a perfect little gem, but well within the reach of modest pocket to buy and run; visit our showrooms to see and try the amazing Heinkel that gives you so much more for next to nothing to run; you are welcome to a demonstration any time because we like driving them; exchanges and terms, of course.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869/3934. [C1103

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GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

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1955	**BOND** 2-str. Standard, one owner	£199
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GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display adverts. [C1052/R

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ASK Pankhursts of Hammersmith for demonstration of Messerschmitt; any vehicle taken in part exchange.—Tel. Riv. 1401. 314-316, King St., Hammersmith, W.6. [C1136

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CLAUDE RYE urgently require Messerschmitt; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE, stockists.—Stockwell Rd., S.W.9. [S1098/R

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£50 deposit secures delivery of new 1959 Reliant; balance over 3 years.—275-9, High St., Acton, W.3. Acorn 6543, and 278, Brixton Hill, S.W.2. Tulse Hill 3211. [C1018

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ALL models supplied.

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407—419, High Rd., Finchley, N.12 Tel. Fin. 0091-5. [C1044

SLOCOMBES for the Reliant enthusiast; part exchanges, cars or motor cycles.—Willesden 4869 or 3934. [C1103

GODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock.—Call 23, Piccadilly, Gerrard 6055. 186, Holland Park Ave., Park 2410. 67, Goldsworth Rd., Woking 5231.

£45 deposit and £16/10/3 for 30 months, cash £446; used £38 deposit and £14/2/2, cash £380. [0540

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GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 28-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily. Monday to Saturday.) [C1191/R

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ROWLAND SMITH'S, the Reliant Regal buyers.—Hampstead High St., London N.W.3. Ham. 6041. [W1114/R

CLAUDE RYE urgently require Reliant Regal; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant distributors, offer top prices for Reliant cars and 5cwt vans; part exchanges or cash; our buyer will call if necessary.

RELIANT House, 28-32, Highbury Corner, N.5.

TEL. North 2791-2. [W1191/R

GLANFIELD LAWRENCE OF FINCHLEY require Reliant Regals for cash or part exchange; existing h.p. accounts settled.—Send details and price required to 407-419, High Rd., Finchley, N.12. Tel. Fin. 0091-5. [W1044/R

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'58	**TRIUMPH** Tiger Cub. 1 owner	£115
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We still have a few new 1958 models at greatly reduced prices.

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'51	**ARIEL,** 1,000 c.c. Sq. 4, spgr., and matching Jet 80	£155
'58	**LAMBRETTA,** 150 c.c., and Steib s/car	£195
'54	**B.S.A.,** 650 c.c. Flash, spgr., and Lenmil D/A s/car	£197
'55	**ARIEL** 600 c.c., spgr., with new Cambridge D/A s/car	£215
'55	**PANTHER,** 600 c.c. O.H.V., spgr., and new Cambridge D/A	£225

CARS

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'53	**FORD** Anglia, black	£297
'54	**FORD** Popular, black	£310
'57	**RELIANT** Hardtop, duo colour. Immaculate	£385
'54	**VAUXHALL** Velox, black, Immaculate	£395
'55	**FORD** Prefect, radio, etc.	£435

A selection of secondhand single-seater and child/adult sidecar bodies from £10.

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Spares—exchange units and all accessories for practically every make and model.

All our machines are available on Hire Purchase. We also arrange H.P. Protection Insurance. We will take your present machine in Part Exchange against any model from our stocks.

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£32 deposit and £10/18/8 for 30 months; £315 cash; £28 deposit and £10/2/6, cash £280 for used.

OR contract hire for £3/5 a week for the year, including maintenance, tax, no mileage charge. [0533

MEETENS, The Villiers people, of Shannon Corner, New Malden (Malden 3110), on Kingston By-Pass, have pleasure in introducing the new Scootacar and its chassis for your inspection of its many excellent and simple constructional features; it's something new in motoring, its unique, its British! Early delivery guaranteed of this rugged, reliable runabout at under £300; trade supplied, lists free. [C1203

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REQUIRE late motor cycles and scooters for cash or part exchange; existing h.p. accounts settled.—Send details and price required to 407-419, High Rd., Finchley, N.12. Tel. Fin. 0091-5. [W1044/R

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SUPREME MOTORCYCLES.—Best prices paid for good used machines.—Tel., write or call to 113, Kennington Rd., S.E.11. Tel. Reliance 5819. [8849

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WHITBYS urgently want 350 good, clean, post-war solos, combinations and scooters, immediate spot cash paid; h.p. accounts settled; if yours is a peach we want it, so send full details or come along now and get the highest price without fuss.—Whitbys of Acton, Ltd., 275, Acton Vale, London, W.3. She. 5355. [W1128/R

G. E. RAE.—If you wish to sell remember that we will definitely pay within 30/- of the full market value for all good modern motor cycles, combinations and scooters offered; h.p. accounts settled and balance paid in cash. If you really mean business and wish to raise the highest possible price for your machines quickly and without fuss, it will pay you to call, 'phone or write and get our offer; established over 35 years and known for courtesy and honest dealing. "Ask your Dad."

G. E. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2451. (Beginning at Great West Rd.) [W1107/R

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NEW HUDSON 1955-6 Auto-Cycle, d/luxe; £26.

RALEIGH 1957 and Cycle Master, as new; £11.

TERMS, ¼ deposit, balance 12 or 18 months.

SHAKESPEARE St., Nottingham. Tel. 41181. [C1029

B.S.A.

£8/10.—B.S.A., 1954, 35cc Winged Wheel in strong Phillips cycle, good tyres, good runner.—Dilley, 374, Forest Rd., London, E.17. [C1030

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MINIMOTORS and all spares per return of post.—Blays of Twickenham, Ltd., 192, Heath Rd., Twickenham. [0369/R

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MOBYLETTE AUTOCYCLES SPARE PARTS

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GIFFS OF SOUTH HARROW for N.S.U. Quickly; terms, exchanges.—Byron 2484. [C1053/R

WHITBYS OF ACTON for Quickly and all other mopeds.—275, Acton Vale, London, W.3. She. 5355. [C1128/R

HUMPHREYS.—North London distributors for N.S.U. Quickly; full range of Quickly spares and accessories available, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326. Close Thursday 1 p.m. [C1058/R

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4/- Secures Delivery
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WELL-KNOWN EUROPEAN MANUFACTURER

275 x 19	47/6	350 x 19	69/6
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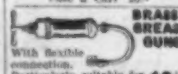

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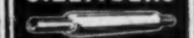

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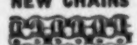

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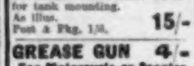

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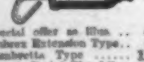

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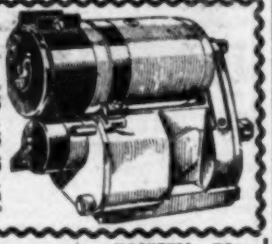

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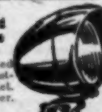

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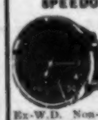

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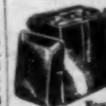

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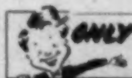

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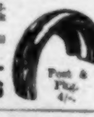

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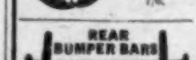

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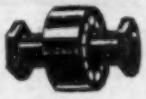

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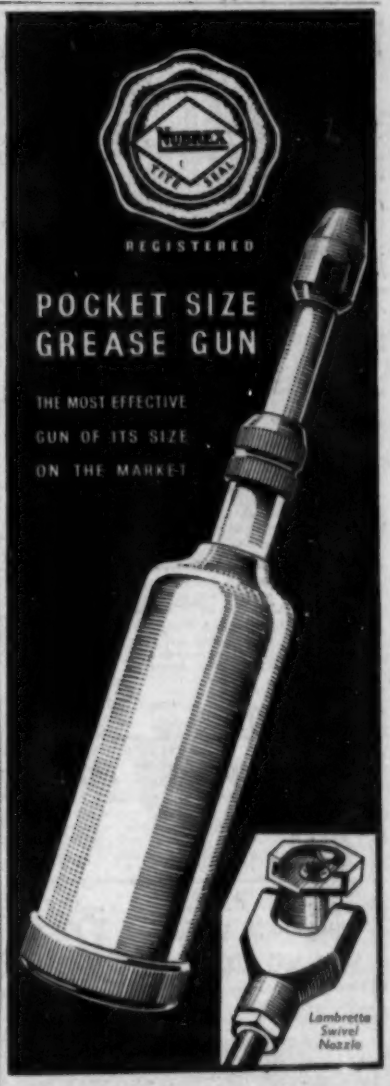

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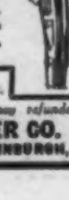

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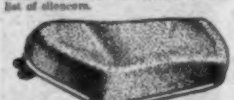

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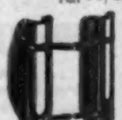

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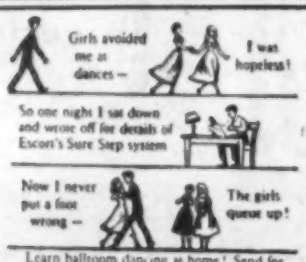

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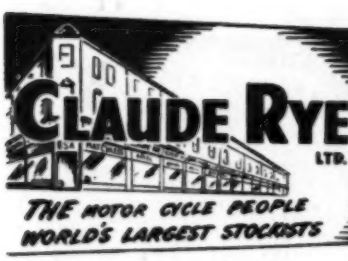

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KIEFT, '56, 200, self starter, carrier, taxed	£110 10
KRIEGLER, '56, 49 c.c. Moped, taxed, nice cond.	£55 10
LAMBRETTA, '54, 125, piln., screen, carrier	£60 10
LAMBRETTA, '55, 125, scrn., pillion, carrier	£70 10
LAMBRETTA, '55, 150, s/wheel, carrier, scrn., taxed	£80 10
LAMBRETTA, '57, 150 Model D, piln., taxed	£95 10
LAMBRETTA, '56, 150, piln., carrier, scrn.	£90 10
LAMBRETTA, '57, 125, scrn., s/wheel, piln., etc.	£115 10
LAMBRETTA, '57, 150, d/seat, scrn., carrier	£115 10
LAMBRETTA, '57, 150 Mark III, scrn., piln., etc.	£135 10
LAMBRETTA, '57, 150, s/starter, many extras	£135 10
LAMBRETTA, '58, 150, 2 tone, piln., as new	£145 10
MAICOMOBIL, '58, 200, scrn., s/wheel, superb	£160 10
MAICOLETTA, '57, 250, scrn., d/st., carrier	£150 10
MERCURY, '57, 50 c.c. Mercette, 4 stroke, moped	£29 10
MOBYLETTE, '58, 49 c.c., spdo., electric horn	£30 10
NORMAN, '57, 50 c.c. Nippy, spdo., duo blue	£45 10
NORMAN, '58, 50 Nippy, scrn., l/shields, super	£50 10
N.S.U., '55, Quickly, spdo., electric horn, taxed	£29 10
N.S.U., '57, Quickly, 2 spds., electric horn, taxed	£45 10
N.S.U., '56, 150 Prima, s/wheel, piln., etc., taxed	£130 10
N.S.U., '57, 150 Prima, scrn., s/wheel, super	£130 10
N.S.U., '58, 150 Prima, screen, as new	£170 10
PARILLA, '57, 150, scrn., d/seat, taxed	£60 10
PEUGEOT, '57, 150 c.c., scrn., s/wheel, piln.	£100 10
PHILLIPS, '56, 50 c.c. Gadabout, spdo., 2 spds.	£35 10
PIATTI, '56/7, 125, spare wheel, scrn., carrier	£60 10
PIATTI, '57, 125, scrn., carrier, s/wh only 1,000 mls.	£70 10
PROGRESS, '56, 197, scrn., d/st., nice cond.	£120 10
T.W.N., '56, 200 Contessa, s/wheel, s/starter	£130 10
T.W.N., '57, 200 Contessa, scrn., s/wh., bargain	£130 10
VESPA, '53/4, 125, screen, piln., carrier	£60 10
VESPA, '54, 125, screen, pillion, s/wh., etc.	£60 10
VESPA, '56, 125, pillion, carrier, screen	£70 10
VESPA, '56, 125, pillion, duo colours, taxed	£80 10
VESPA, '57, 125, d/st., screen, carrier, etc.	£100 10
VESPA, '57, 150 Gran Sports, d/st., carrier	£130 10
VICTORIA, '56, 50 c.c. Scooterette, scrn., real snip	£40 10
WABO, '57, 150 c.c., piln., scrn., taxed December	£70 10
ZUNDAPP, '55, Combinette, spdo., scrn., piln.	£50 10
ZUNDAPP, '56, 50 c.c. Combinette, 2 spds., spdo., s/fr.	£50 10
CORONET, '58, 350 Twin, absolutely as new	£340 10
HEINKEL, '57, 175 saloon, heater, s/whl., etc.	£250 10
HEINKEL, '58, 204 saloon, many extras	£340 10
METTA, '57, 200, heater, nice condition	£260 10
MESSERSCHMITT, '56 200 KR de Luxe, nice cond.	£210 10
POWERDRIVE, '58, 350 Twin de Luxe, attractive	£340 10

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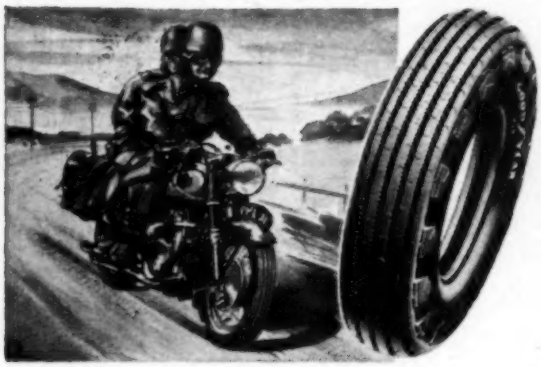

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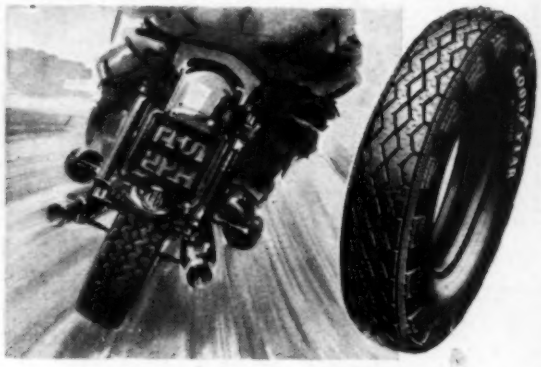

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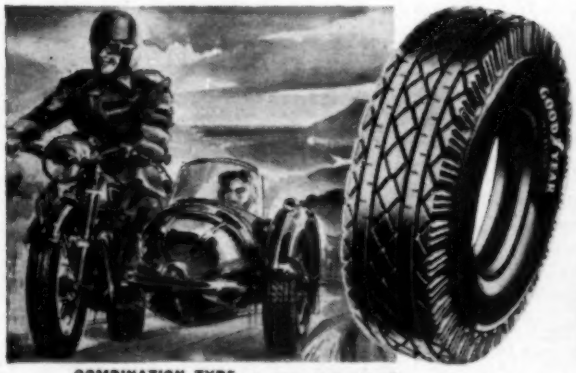

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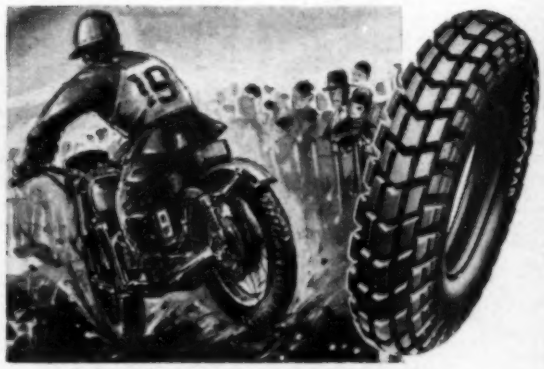

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